

F1 Red Bull 100 wins special

AUTOSPORT

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22 JUNE 2023

CANADIAN GP

Red Bull hits 100

Verstappen beats
Alonso and Hamilton
to make history

'To take the 100th is amazing,
the new target is 200'

MAX VERSTAPPEN



RED BULL
100
WINS

From Vettel to Verstappen How Red Bull did it

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13/14 Jan 2024 Estoril /P - Race days

8/9 Feb 2024 Jerez /E - Test days

10/11 Feb 2024 Jerez /E - Race days

15/16 Feb 2024 Valencia /E - Test days

17/18 Feb 2024 Valencia /E - Race days

29/1 Mar 2024 Aragón /E - Test days

2/3 Mar 2024 Aragón /E - Race days

7/8 Mar 2024 Barcelona /E - Test days (tbc)

9/10 Mar 2024 Barcelona /E - Race days (tbc)

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RACE TEST DAYS ARE BOOKABLE

RACE TEST DAYS

1/2 Jul 2023 Estoril /P

9 Jul 2023 Nürburgring GP /D

18 Jul 2023 Nürburgring Sprint /D

8/9 Aug 2023 Lausitzring /D

9 Okt 2023 Hockenheimring /D

16/17 Jan 2024 Portimão /P

18/19 Jan 2024 Portimão /P

24/25 Jan 2024 Jerez /E

2/3 Feb 2024 Portimão /P

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FORMULA WINTER SERIES





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Marking Red Bull's latest special F1 achievement

The result of the Canadian Grand Prix last weekend was entirely predictable, but that should not detract from Red Bull's achievement of reaching 100 world championship race victories.

Red Bull is only the fifth Formula 1 team to reach a century of successes in the 73 years of the championship, so this week we celebrate that milestone. As well as Jake Boxall-Legge's report on events in Montreal (page 22), Alex Kalinauckas speaks to team boss Christian Horner about how far the squad has come since joining F1 in 2005 (p12), we compare the first and most-recent race-winning Red Bull machines (p16), and dig out some (hopefully!) interesting stats on p18.

Red Bull reached the mark quicker than Ferrari or McLaren and doesn't look like slowing down any time soon. Something similar could have been said when Williams reached 100 – at the 1997 British GP – but that team had already lost design genius Adrian Newey and was about to lose its factory engine status. Red Bull has both covered.

The British Touring Car Championship was beginning to look like it was going to experience the sort of domination that hadn't been possible for years in 2023. Ash Sutton and his Motorbase Ford Focus again took pole at Oulton Park last weekend, but a sensational day for BMW – and some drama for Sutton – means the title battle is still very much on at the halfway stage of the campaign. Marcus Simmons was there to watch the action unfold (p38).



Kevin Turner

Kevin Turner
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NEXT WEEK
29 JUNE

Heirs to the British throne
We talk to Russell, Norris and Albon about chasing Hamilton – and each other



Cover images

Steven Tee/Andy Hone/Motorsport Images

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Red Bull’s 200-wins tech wizard Newey admits clock is ticking

FORMULA 1

Red Bull technical maestro Adrian Newey reckons the clock has started counting down to his retirement from front-line Formula 1 duty, but says he will continue at the team just so long as he feels wanted and still enjoys the day job. In the public domain, at least, there’s no clear end point to 64-year-old Newey’s stint at Milton Keynes. As revealed by Autosport in May, the Red Bull chief technical officer has agreed a contract extension to stay put at the team he has served since 2006. But the duration of this latest deal has not been disclosed.

Newey, the pre-eminent designer across

F1’s 73-year history, hopped onto the podium last weekend in celebration of Max Verstappen dominating the Canadian Grand Prix, the reigning and two-time champion’s latest triumph the 100th GP victory for Red Bull. With a bit of manoeuvring, it was also worked out to be the 200th win for a car penned by Newey. But Autosport reckons that tally only holds up if his involvement in the 2008 Toro Rosso STR3 is harshly discounted, ditto for any hand he had in developing the 1997 McLaren MP4/12 in-season. Meanwhile, his lasting influence on that year’s Williams FW19 must be included, even though he had left for pastures new at Woking. Oh, and forget

about adding any sprint race successes. Pedantry aside, Newey says his decorations are secondary. Despite so far crafting 13 cars that have won a championship, he reckons it was all about fulfilling an original childhood dream to become a paid F1 designer. Speaking to Sky Sports in Montreal, he said: “It’s been an amazing journey. My dream always from a kid was to be in engineering and motor racing, so when I got my first job in motor racing and got my first salary, that was really the big moment. Everything else has been a bonus.” He did, however, single out some highlight victories. “They’re obviously all special,” Newey continued. “The ones that of



NEWHEY'S 200 WINS												
WILLIAMS			McLAREN			RED BULL						
SEASON	CAR	WINS	SEASON	CAR	WINS	SEASON	CAR	WINS				
1991	FW14	7	1998	MP4-13	9	2009	RB5	6		2017	RB13	3
1992	FW14B	10	1999	MP4-14	7	2010	RB6	9		2018	RB14	4
1993	FW15C	10	2000	MP4-15	7	2011	RB7	12		2019	RB15	3
1994	FW16/B	7	2001	MP4-16	4	2012	RB8	7		2020	RB16	2
1995	FW17/B	5	2002	MP4-17	1	2013	RB9	13		2021	RB16B	11
1996	FW18	12	2003	MP4-17D	2	2014	RB10	3		2022	RB18	17
1997	FW19	8	2004	MP4-19B	1	2016	RB12	2		2023	RB19	8
TOTAL 59			TOTAL 41			TOTAL 100						



ALL PHOTOGRAPHY
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VETTEL TO DRIVE F1 ON 13-MILE 'RING

FORMULA 1

Sebastian Vettel will return to the cockpit of a Formula 1 car in September when he drives his 2011 championship-winning Red Bull RB7, powered by synthetic fuel, on the Nurburgring Nordschleife. The retired four-time world champion, who has so far spent this year away from the spotlight, will join 2014 team-mate Daniel Ricciardo at the 'Red Bull Formula Nurburgring' event that brings together F1, NASCAR and drift machinery.

Vettel will be reunited with his now-eFuel-joined RB7 that claimed



Vettel in action at the 2011 German GP

12 grand prix wins plus 18 poles from 19 races. Ricciardo will pilot a Red Bull RB8 from 2012. "The myth of the Nordschleife resonated, even if we 'only' drove the GP track at the time," said Vettel. "In any case, it will be great fun to drive my RB7 on the Nordschleife.

"Motorsport is my passion. It's important to me to show that racing cars can run just as

well and quickly with synthetic CO₂-neutral fuel. And that is already today!"

Vettel's and Ricciardo's demos will be the first time that F1 machinery has run at the 12.9-mile Nordschleife for a decade. At the 2013 Nurburgring 24 Hours race, seven-time champion Michael Schumacher guided a Mercedes W02 there.

JONATHAN NOBLE



First Newey-credited F1 design was 1988 March

course stand out are the first one in Mexico [1991, with Riccardo Patrese], and then the ones where the championship has gone down to the wire. You can argue that is the end of the championship, so, of course, it's that race – Abu Dhabi with Sebastian [Vettel] against Fernando [Alonso, 2010] and then Max against Lewis [Hamilton, 2021]." Incidentally, Newey's first win might have arrived a touch sooner. Nigel Mansell was leading the 1991 Canadian GP by almost a minute until his Williams FW14 ground to a halt on the final lap.

Asked when his career in F1 might come to an end, Newey said he had no immediate plans to retire. "I'm lucky enough to be doing what I have always wanted to do and enjoy the job," he said. "I've loved it. Of course, my career can't go on forever, so I think as long as the team want me and I keep enjoying it, I'll keep going. But that's got to be... realistically, it's on a countdown. Exactly when that day is, I don't know."

MATT KEW

P12 RED BULL'S 100 WINS



De Angelis is among those on the trophies

Imola trophies help flood relief

FORMULA 1

The unused trophies from the cancelled Emilia Romagna Grand Prix have been auctioned for £247,171 to be donated to a fund to help victims of the devastating local floods.

Pirelli also gave its pole position tyre award, while Formula 1 sparkling wine supplier Ferrari Trento entered a bottle of fizz. All items were autographed by the 20 drivers and the prize pots signed by the 10 team principals. The proceeds went to the Emilia-Romagna region's Agency for Territorial Safety and Civil Protection.

Along with the autographs, the

trophies have an extra historical element since they also carry the engraved names of the winners of Imola F1 races from 1980 to 2022. The list includes Nelson Piquet, Didier Pironi, Patrick Tambay, Alain Prost, Elio de Angelis, Ayrton Senna, Nigel Mansell and Michael Schumacher.

One bidder shelled out £71,275 for the winning constructors' trophy, which proved pricier than the £60,100 drivers' example. The second and third-place awards sold for £37,325 and £32,050 respectively, with both topped by the Pirelli pole award at £40,745. The Ferrari Trento bottle raised £11,175.

ADAM COOPER

Villeneuve hits out at Leclerc helmet abuse

FORMULA 1

Jacques Villeneuve has called out the online abuse aimed his way after raising a concern with Ferrari driver Charles Leclerc who, initially without permission, sported a tribute helmet to the 1997 Formula 1 world champion's late father Gilles for last weekend's Canadian Grand Prix.

Leclerc cleared the air regarding his special lid after meeting Villeneuve's sister Melanie, who controls her father's image rights. The Villeneuves had been taken aback since no one from Leclerc's camp approached the family ahead of time. Leclerc was then given the green light to use the design from Saturday onwards. But before this amicable resolution was made public, the family copped a barrage of

abuse on social media after being perceived to deny Leclerc the right to honour Gilles, who died in qualifying for the 1982 Belgian GP.

On his social media channels, ex-Williams and BAR-Honda driver Villeneuve posted: "To clarify the situation regarding the recent incident where some individuals felt the need to insult me and my family over Charles Leclerc using my dad's helmet, I want to provide some context. As I was arriving at the track, my sister called me in a state of anger. She had seen Charles using our dad's helmet without any prior knowledge or communication about it. The entire family was taken by surprise as we had not been informed beforehand.

"I immediately conveyed the message to Charles, who



was kind enough to give me a call. We had a heartfelt conversation where he sincerely apologised for the situation. I reassured him that I considered it a touching tribute and that I personally had no issues with it. However, I stressed the importance of him reaching out to my sister, as she is the

one responsible for managing everything related to our dad. I also suggested that he invite both my sister and my mother to the track to address any remaining concerns."

Melanie Villeneuve told Autosport: "Charles was very sweet about it. We have no objections. It's a nice tribute."

FILIP CLEEREN

Power rages at Grosjean; Dixon contrite

INDYCAR

Reigning IndyCar Series champion Will Power branded ex-Formula 1 racer Romain Grosjean a "piece of crap" who "needs a punch in the face" after the first of two on-track clashes he suffered in practice at last weekend's Road America round.

Grosjean edged Power onto the grass at over 150mph on the high-speed Kettle Bottoms section of the four-mile road course during the 45-minute session on Saturday morning. Soon after that clash, Power's Team Penske car was wrecked in a bizarre collision with six-time champion Scott Dixon. The Kiwi had spun his Chip Ganassi Racing car on the exit of Canada Corner and pulled back on to the racing line after letting Grosjean go past. He didn't realise Power was behind Grosjean, and the brutal collision sent both cars into a concrete wall.

Power gave Dixon the 'double birds' from his cockpit before stomping over to him and



shoving him in the shoulder, at which point they were separated by AMR safety crew members. "Scott just moved abruptly and I was comin' and it's a very unfortunate incident," said Power. "Nothing I could really do there, I didn't expect him to move."

Dixon took full responsibility: "I kinda spun going into [Turn] 12 there, and then I saw Grosjean out of my mirror after I recovered, and I didn't realise Power was even there. Really sorry for him and obviously his team, just a mistake on my behalf and feel frustrated for wrecking my car and his car as well."

When shown a replay of the post-clash physical confrontation, Dixon added: "We ended up getting in the medical car together, he was fine after that. Everybody gets pretty fired up and especially with how tight it is at the moment."

After a poor qualifying session, which included him flying off track, Power had another rant: "Just pissed about what Dixon did, just ruined our whole weekend, it was just a terrible move. And Grosjean is a piece of crap. If you saw what he did in practice, he needs a punch in the face."

CHARLES BRADLEY



LE MANS 24 HOURS The Le Mans 24 Hours-winning Ferrari 499P took to the streets of Maranello on Tuesday afternoon as the Italian manufacturer celebrated its victorious return to the French endurance with a factory-run prototype after a 50-year hiatus. Drivers Alessandro Pier Guidi, James Calado and Antonio Giovinazzi were on hand with their Le Mans Hypercar, which took part in the parade in Ferrari's home town along with the fifth-placed car shared by Antonio Fuoco, Nicklas Nielsen and Miguel Molina. **Photo by Ferrari**

Dillmann leaves Vanwall team; de Oliveira in for Monza round

WEC

Tom Dillmann has parted company with World Endurance Championship Hypercar squad Vanwall Racing. The Frenchman, who raced for the team in its ByKolles incarnation in the 2018-19 and 2019-20 seasons, has been replaced by Joao Paulo de Oliveira for the Monza round next month.

Dillmann stressed that he was leaving Vanwall on good terms and that he had made his decision "because it was time to try something else", and "owed it to myself to go outside of my comfort zone".

"It's a risk, because I don't have anything else right now, but I felt I had to do this to try to get a seat elsewhere," he said. "I think

I have it in me to do a good job for a team that's fighting at the front."

A statement from Vanwall said that it had reached a "mutual agreement" to end its partnership with Dillmann (right).

De Oliveira comes in to share the Vanwall-Gibson Vandervell 680 with Esteban Guerrieri and Tristan Vautier, who was a late replacement for 1997 Formula 1 world champion Jacques Villeneuve ahead of this month's Le Mans 24 Hours. The 2010 Formula Nippon champion raced with Kolles Racing in German Formula 3 in 2002, and took part in the Le Mans Test Day in 2013 aboard one of its Lotus-Praga/Judd T128 LMP2 chassis developed by ADESS.

GARY WATKINS



JEP/MOTORSPORT IMAGES

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Ford plots factory Dakar Rally assault with Ranger

DAKAR RALLY

Ford Performance is to run a full factory Dakar Rally programme in 2024 and is targeting victory in 2025, with a T1+ version of the Ranger run in collaboration with South African operation Neil Woolridge Motorsport and UK giant M-Sport.

The programme will effectively be launched in stages, with an existing NWM-built Ranger, powered by a 3.5-litre EcoBoost engine and based on the previous generation model, further developed for the 2024 Dakar. An all-new Ranger will then be developed by Ford Performance, NWM and M-Sport for the 2025 event. What will power the new Ranger T1+ is yet to be revealed.

“We know it’s a big endeavour that we’re taking on here, and not something where we can just show up and be successful,” said Ford Performance boss Mark Rushbrook. “We’re certainly doing our homework with that. Neil Woolridge has an existing truck based on the previous-generation Raptor, and we are taking the truck to compete in the January 2024 effort at Dakar.

“It’s a real test of the truck, so we can understand what it takes in the truck to be successful. But also half the battle, maybe more, is the team logistics and execution, and going there in 2024 we need to learn about the logistics, the bivouac, picking up and moving almost every single day.

“In parallel as we’ve been testing and

preparing for the last nine months, we’ve been starting the design of an all-new truck. Our plan is to have an all-new test truck in the early part of 2024 that we will then continue testing and developing with the intent to go back in January 2025 with a ‘let’s compete and win’ effort.”

M-Sport has been targeting a Dakar effort with Ford and NWM for some time. “The Dakar Rally is truly among the pinnacle of global off-road racing events,” said boss Malcolm Wilson. “We’ve achieved great success over the years with Ford in FIA WRC rally racing and can’t wait to apply this same level of focus, energy and effort to competing with Ranger in Dakar.”

ANDREW VAN LEEUWEN

Suninen chosen to replace Breen at Hyundai



WRC

Teemu Suninen will step back up to the top level of the World Rally Championship by replacing the late Craig Breen for next month’s Rally Estonia and August’s Rally Finland.

The 29-year-old Finn (left) and reigning WRC2 champion Emil Lindholm are the first drivers selected as part of the marque’s revamped driver

development programme, designed to develop the next wave of Rally1 drivers.

Suninen was formerly part of the M-Sport Ford line-up in the WRC top flight, taking a best result of second on Rally Italy in 2019. While he gets his first action in the Hyundai i20 N Rally1, fellow Finn Lindholm will switch from driving a Toksport Skoda to a Hyundai i20 Rally2 in Estonia and Finland.

Plans for Dani Sordo,

who had been alternating with Breen in the third Rally1 i20N, remain unaffected for the rest of the season. The Spaniard will pilot the third car at this week’s Safari Rally.

“Estonia and Finland have previously been strong rallies for me, but it will be a big challenge to learn the Hyundai i20 N Rally1 hybrid and the hybrid system with limited testing,” said Suninen.

TOM HOWARD



W Series into administration

W SERIES

The all-female W Series has gone into administration, less than a year after its third season was ended early due to financial difficulties.

The series held its inaugural season in 2019 as part of the DTM's support bill. After the 2020 season was cancelled due to the COVID pandemic, it returned as a Formula 1 support act in 2021. But the 2022 season ended early due to funding issues.

Kevin Ley and Henry Shinnars of Evelyn Partners LLP were appointed Joint Administrators of W Series on Wednesday of last week. They said that only one member of staff remained at the business and that they had also now been made redundant, and added that they will "explore all available options to allow the W Series to restart in the future".

"The news will be upsetting for the Company's employees and drivers together with the worldwide supporters of the championship," said Ley. "The Company had been unable to commit to the 2023 race season due to its liquidity position. The directors had been in discussions with various parties to provide additional funding together with a potential sale of the business. Unfortunately, these discussions did not progress."

"We are seeking expressions of interest

in the business and assets of the Company," added Shinnars. "We would ask that any interest is registered with us as quickly as possible."

Former F1 star David Coulthard, who was chair of W Series' advisory board, said he was "extremely disappointed" by the news, but said that it had "succeeded in accelerating the change that was needed".

He added that he remains committed to helping women reach F1, including through his More Than Equal initiative. "A tremendous amount of effort went into creating the championship, which rewarded talent by being free to enter, removing the cost barriers for many talented women," the Scot told Autosport.

"I remain committed in my late sister's memory to make sure that young girls are given equal access to the programmes readily available to the boys, and firmly believe that in the future we will have women racing across all levels of motorsport including F1."

According to Autosport sources, all staff including engineers and mechanics were paid in advance of work so are not owed anything. The containers housing the Tatuus Formula Regional cars at Dunsfold were opened this Monday for the first time since last October, with the machinery reported to be in tip-top condition.

MEGAN WHITE

IN THE HEADLINES

STEINER: NO HAAS CHANGE

Haas Formula 1 boss Guenther Steiner says there are no plans to change the line-up of Kevin Magnussen and Nico Hulkenberg for 2024. "We want to announce our drivers as soon as possible so we don't hang around like last year, telling you guys it'll be next race and then it gets boring!" he said.

SCHERER'S FOOT INJURIES

The foot injuries sustained by Le Mans 24 Hours LMP2 class winner Fabio Scherer when he was hit by another car in the pitlane early in the race have been diagnosed as an incomplete fracture and ligament damage. The Swiss, who drove the Inter Europol ORECA-Gibson 07 for a total of eight hours at Le Mans, opted not to go to the medical centre during the race for fear of being pulled out.

STEVENS AT THE GLEN

British sportscar ace Will Stevens has joined the Tower Motorsports LMP2 ORECA line-up for this weekend's IMSA SportsCar round at Watkins Glen. He replaces Louis Deletraz, who lines up with Filipe Albuquerque and Ricky Taylor in the GTP Wayne Taylor Racing Acura for the six-hour race. Ferrari-contracted Lilou Wadoux makes her IMSA debut in the event, sharing AF Corse's LMP2 ORECA with Nicklas Nielsen and Luis Perez Companc. AF also has a new entry in the GTD Pro class, with Miguel Molina, Ulysse de Pauw and Simon Mann piloting a Ferrari 296 GT3.

CAR IN 14TH WINS RACE

The GT World Challenge Asia race at Fuji last Sunday was finally won by the car that finished 14th! That was after the top 13 were all penalised 30 seconds for not passing through the pitlane, as instructed, during a late safety car called when a car crashed into the pitwall. Luca Stolz and Malaysian Prince Abu Bakar Ibrahim inherited a victory that had originally gone to D'Station Aston Martin duo Tomonobu Fujii and Satoshi Hoshino.

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Red Bull's place in F1 history

The world champion squad has joined an exclusive club now that it's notched up 100 grand prix victories. Just don't expect any change to its intrinsic maverick attitude

ALEX KALINAUCKAS

Red Bull is the latest member of Formula 1's 100 wins club. Ferrari, McLaren, Williams and Mercedes are the others. Famed marques, motorsport legends all. A certain fondness for these teams remains even as they struggle on in the current era. Sebastian

Vettel once said "everybody's a Ferrari fan", and new Williams team principal James Vowles is openly trying to use residual affection for his squad's past to get rules changed and aid its long recovery path.

Red Bull. It's all of that and more. It is, as team boss Christian Horner puts it, "a subsidiary of an energy drink". Therefore, any discussion of Red Bull's place in F1 history can't ignore that.

Red Bull's F1 project started out as Dietrich Mateschitz's passion — he was a big fan of Jochen Rindt — first as a driver sponsor (Gerhard Berger), then as a team sponsor. By 2005 it was as a team owner. A tantalising dream for many fans, the reality for those few who can afford it. But the ruthlessness pre-requisite in motorsport is intertwined in the Red Bull tale. Its Sauber relationship spoiled because the team picked Kimi Raikkonen over Red Bull junior Enrique Bernoldi for 2001. Since it climbed to the top of F1's pecking order, and all through its attempts to get back and now reside there, inevitably public negativity and positivity have followed.

In 2010, the squad Autosport had called "a small underdog team" after its first win was under regular attack regarding its car. The team quickly went from new kid on the block to people getting tired of

enthusiasts who couldn't understand why Vettel received team support after their Turkey 2010 crash and rather got away with the 'Multi-21' saga in 2013. And, of course, there was Verstappen's initial excesses of aggressive driving force and personality, much of which remains today. To many, Red Bull is now *his* team.

Red Bull is also a squad that seems to foster the 'us versus them' mentality that has powered some of sport's most brutally successful stars — think Michael Jordan or Tom Brady. Does Horner agree with that assessment? "I think we've always had a maverick attitude," he responds. "We've never been controlled. And we've never been afraid to express our opinion. Sometimes people like that opinion, sometimes people don't."

Horner is Red Bull too. He's a CEO team principal — the first line of attack and defence in public, to allow his squad to concentrate on their specific jobs. Very few other team members speak to the media, which contrasts massively with how Red Bull's great rival — Mercedes — operates. Horner plays the PR game to its fullest, with regular slots on Sky and fully embracing the celebrity power wrought by the *Drive to Survive* popularity boom. His and Toto Wolff's testy dynamics helped make the infamous 2021 campaign so compelling.

Often this means doing what is absolutely necessary. For example, giving a battling, broiling press conference following Red Bull being handed its penalty for breaching the 2021 cost cap. That is the second overwhelming blow against Red Bull's broader appeal outside its existing fan base, let alone how those sympathetic to Mercedes and Lewis Hamilton reacted to Verstappen's controversial triumph in the 2021 Abu Dhabi GP.

But however anyone feels about Red Bull and its actions over the years, its successes just have to be respected. For all the discussion of negativity, it has been gaining popularity too. In the 2021 Motorsport Network Global Fan Survey, published pre-Abu Dhabi 2021 and the cost cap saga, it was noted that "Red Bull was ranked as the favourite team by nearly one in five of all F1 fans, up from 14% in 2017".

So, is nuanced assessment of perceived Red Bull negativity the reserve of industry insiders or very impassioned followers? Webber has an interesting theory, saying: "If it was a manufacturer, it might get some more praise and notoriety." And this brings us back to the 100 club and those legendary motorsport marques. Becoming a manufacturer in the more traditional sense is Red Bull's next chapter, as it teams up with Ford for 2026 and making good on its own new Red Bull Powertrains division. But don't expect Red Bull to change — it's still got a primary caffeine product to sell in shops around the world. It surely is going to be the "maverick" team still. And F1 is all the better for it, given it adds a different dimension to discussions on F1 history — all the good and all the bad. 🍵

"Becoming a manufacturer in the more traditional sense is Red Bull's next chapter"

Vettel's finger wagging after each pole and win. The overwhelming theory is that people fast grow tired of domination in any sport. In F1, the typical periods of one team winning means its success becomes ultra-concentrated. There aren't 36 games to play against opponents other than Manchester City. There's no driver draft to try to spread glory around like in the major US sports.

Red Bull has wielded its F1 political clout over the years, and in regards to its various engine sagas that has meant a lot of very public complaining. Then there's its treatment of drivers. Some view it as overly harsh on very young talent. But this ignores the massive investment in their careers. It can be said that the team has often struggled to rein in the worst excesses of the stars of its junior programme — Vettel and Max Verstappen. Mark Webber's 'Aussie Grit', "not bad for a number two driver", attitude chimed with many



The journey to a century

There have been some ups and downs, but Red Bull's story is largely one of becoming an increasingly powerful F1 force

ALEX KALINAUCKAS

PHOTOGRAPHY RED BULL AND  **motorsport**
IMAGES

The feeling of that first victory was incredible," recalls Red Bull team boss Christian Horner. "I thought, 'If we don't ever achieve anything else, we've won a race on merit — not got lucky, we've had to go out and do it the hard way.'"

From the 2009 Chinese Grand Prix, where Sebastian Vettel led home Mark Webber in the Shanghai rain, to Max Verstappen leading every lap in winning the 2023 Canadian GP, Red Bull has reached 100 Formula 1 race victories. It has done so in record time since its first win, 14 years, albeit Mercedes needed fewer race starts — 207 to Red Bull's 355 — to get to its own century. Those two teams — F1's pre-eminent, really, for the past 15 years — have very different histories. Mercedes: the grand old manufacturer. Red Bull: the upstart drinks company. That was the Milton Keynes operation's reputation back when it started winning, finally making good on luring technical genius Adrian Newey away from McLaren. But now it's something else entirely.

How Red Bull changed is woven into the story of its 100 wins.

Win #1 starts the Red Bull cascade

Back in 2009, Red Bull rocked up in China after Jenson Button had romped to two famous wins for Brawn GP — the forerunner to Mercedes' reincarnation as an F1 dominator once again. Newey had felt that the famed double diffuser (a development also fitted

to the Williamses and Toyotas) was permitted more due to politics than technical legality. He was therefore disappointed to see the result of a Honda works effort combined with a powerful Mercedes powerplant forging ahead (he claims that McLaren, then the de facto Mercedes works squad, had vetoed a supply of the engine to Red Bull).

That the RB5 started that season as the second quickest car, and ahead of the double diffuser-equipped Williamses and Toyotas, highlights the aerodynamic prowess Newey and his team achieved and would go on to sustain. Swift development work catapulted Red Bull ahead by the end of 2009, but China started everything.

The RB5's early rear-tyre-chewing trait fired the Bridgestone wets up nicely and, despite Button being handed an advantage when he was able to pit under a handily timed safety car (the Red Bulls had already stopped under green conditions), Vettel and Webber were irrepressible.

"It was a great equaliser, the wet," says Horner, whose tenure as Red Bull F1 team boss, since its beginnings in 2005 after taking over from Jaguar, is the longest of any current principal. "But we'd had a driveshaft issue during qualifying. We were just hoping we weren't going to lose our first win through a DNF."

"A 1-2 was a big deal," adds Webber, "the party team trying to break the shackles of actually [showing] how serious we were. And I think that was obviously a massive statement for the pitlane and the industry, that Red Bull means business."

From there, the team took five more wins as 2009 progressed,



MULLAN/GETTY IMAGES/RED BULL CONTENT POOL



David Coulthard was fourth on Red Bull's debut in 2005 Oz GP

including Webber's maiden F1 victory in Germany. Red Bull now went about its new trade: sealing F1 world titles.

Win #7 lights the Vettel title fire

Red Bull might have added three wins on the trot at the start of 2010 to the trio that closed out 2009, but for Vettel's spark plug and wheel attachment mechanism problems in Bahrain and Australia respectively. The team hit back with a resounding 1-2 in Malaysia. But Red Bull continued to be fast and fragile: fast enough for its rivals to cause a stink about its ride height and bodywork flex; fragile with reliability dramas added to driver and management flux.

McLaren fielded Lewis Hamilton, while Fernando Alonso led the Ferrari charge. And even with the RB6 taking full advantage of the double-diffuser concept, as well as the early stages of Red Bull's exhaust-blowing expertise, things went down to the wire. Vettel sensationally triumphed in the Abu Dhabi finale to take Red Bull's ninth win of the campaign and first world title double.

The next year was a rampant run for Vettel. Aboard the RB7, he pressed home the advantage he'd accrued in the tweaks made to the blown-exhaust concept by late 2010 — Webber chalked up just one of the team's 12 wins.

In 2012, Alonso thrust a Ferrari that had no right to be there into title contention, as Vettel and Red Bull rather laboured to a third straight double and seven more wins. That year, Red Bull's

efforts to successfully implement the RB8's complex, lowline sidepod exhaust tunnels proved a key development, and overcame an FIA ban, implemented on the eve of the season, that outlawed the exhaust-blown-diffusers and nose flexing that had made the RB7 so good.

Soon to be ended by the start of the V6 hybrid era, Red Bull's first period of dominance reached its climactic peak with another crushing Vettel campaign in 2013. He ran to 13 wins in the RB9, the ultimate iteration of the RB5 concept, and which generated so much underbody downforce that its full potential was only realised once Pirelli reintroduced stronger tyres. On his way to what would be his last Red Bull crown, Vettel famously denied Webber a final win in the Malaysian GP 'Multi-21' controversy.

Win #50 comes amid Red Bull's fallow years

Just as the 2009 aero rules reset helped Red Bull leap to the front, the massive change to V6 turbo hybrids for 2014 pushed it out of position as F1's top dog, replaced by Mercedes.

Even during its dominant run at the end of the V8 era, it was estimated that its Renault engine was 30bhp — "a pretty decent chunk", said Webber — down on the class-leading Mercedes powerplants. This deficit grew so much when the V6 turbo hybrids appeared in 2014 that it was initially estimated Red Bull was losing a second per lap in straightline speed.

That year, Webber's replacement, Daniel Ricciardo, rescued Red Bull's honour with three opportunistic wins in an RB10 that had a calamitous birth in pre-season testing. That car, which clinched Red Bull's 50th win in Ricciardo's Spa triumph, was strong on energy harvesting and braking, but its successor, the RB11, didn't gain the power Renault had aimed to provide.

The engine was unreliable again, but this time the chassis also had a tricky aero platform for Ricciardo and Vettel replacement Daniil Kvyat to deal with. So Red Bull slipped back behind the now Vettel-led Ferrari in Mercedes' long wake — in 2015, the team failed to score a victory for the first time in seven years.

Mercedes' dominance continued into 2016, but Red Bull returned to winning ways with its new true star.

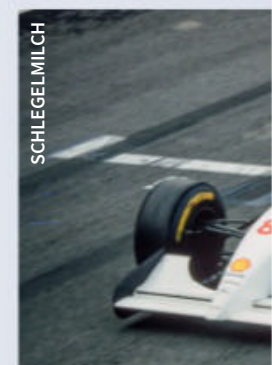
Win #51 upon Verstappen's arrival

"That weekend itself was crazy," Verstappen says, looking back on the 2016 Spanish GP and his stunning debut (following his ➤



F1's other centurions

When and where the big names hit 100



surprise elevation from Toro Rosso) Red Bull win after Hamilton and Nico Rosberg collided. "I drove out of the pits, and there was so much more rake in the car [a Red Bull speciality since the RB7] I could almost see my own front wing!"

But, again, this period was one of peppered Red Bull success. Its 2016 challenger — the RB12 — was still down on power compared to Mercedes, and Ricciardo added another win only after Hamilton's fiery exit in Malaysia.

The 2017 aero rules reset ushered in F1's ultra-high-downforce era, which helped Red Bull close in on Mercedes, and it took three further wins. But it couldn't make a 2009-like jump and remained behind overall, with Ferrari again in between as Red Bull grappled with early wind-tunnel-correlation problems. By this stage, Red Bull was forced into running its Renault engines rebadged — the ongoing power deficit issues had caused such friction that it sought Mercedes and Ferrari alternatives for 2016, only to be rebuffed and have to salvage what it could from its existing deal.

A possible 2018 title challenge evaporated as fresh Renault power deficiencies and unreliability pushed Red Bull towards Honda for 2019. Ricciardo soon concluded that he'd rather race elsewhere than alongside Verstappen for that year. He did brilliantly win in Monaco before leaving, despite an MGU-K failure that was costing him around 160bhp, and making up for the Red Bull pitstop nightmare that had cost a likely victory there ahead of Hamilton in 2016. Such street-track excellence showed how Red Bull's continued aero efforts could make up for its power deficit, reinforced by Verstappen chalking up 2017 and 2018 successes in the thin air of Mexico City.

The RB15 of 2019 was about laying foundations of the Honda partnership, which meant engine-change grid penalties were better accepted because they came with performance gains. That was a season in which Red Bull struggled to replace Ricciardo with a driver close enough to Verstappen's level, which meant he took just three wins that year. Pierre Gasly's absence from the lead fight in Hungary enabled Hamilton to pull off an audacious two-stop win there, and it led Red Bull to conclude that it was better off replacing the Frenchman with Alex Albon for the next race.

But Albon also couldn't match Verstappen in 2020 — the pandemic-hit year that Red Bull did much to rescue by providing





McLaren

1993 Brazilian GP



Williams

1997 British GP



Mercedes

2019 Mexican GP



Verstappen scored
his 41st – and Red Bull's
100th – F1 win in Canada

its Austrian track to help prove that F1's COVID protocols worked. This was important in convincing other countries to host the nomadic championship.

By then Verstappen was coming into his own – the only driver regularly able to keep Hamilton and Valtteri Bottas in sight as Mercedes' W11 masterpiece restored its pace advantage to levels not clocked since 2016. Verstappen also added two more Red Bull wins, including stunning Mercedes in the 70th Anniversary GP at Silverstone, then comprehensively defeating it in the Abu Dhabi finale.

Then came 2021. There, the RB16B finally caught Mercedes, which was badly hampered by changes to the new smaller-floor rules. Verstappen scored 10 victories in that infamous campaign versus Hamilton, including one that really shouldn't stand with the rest in the history books (the Spa washout), while his latest team-mate Sergio Perez twice inherited another in Baku. But Verstappen's final triumph that year made the biggest splash...

Win #75 starts F1's second Red Bull era

The 2021 Abu Dhabi saga ended with Red Bull's 75th F1 win, and with it came its second world champion, as Verstappen was controversially crowned for the first time. That fuelled a winter of intrigue as the championship prepared for its most recent rules reset – the return of ground-effect cars – and a Hamilton/Mercedes fightback.

In the end, Ferrari came out as Red Bull's closest challenger – it actually led the way before the RB18 lost weight and gained pace – as Mercedes' potential was lost in the porpoising W13. Although Pierre Wache had by this point been Red Bull's technical director since 2018,

part of what Horner says is how “an organisation has always got to evolve”, Newey's influence was felt in the team avoiding being seduced by the theoretical downforce peaks of other ground-effect design options. This was thanks to his knowledge accrued as a student and early in his famous motorsport career. The RB18 had a stable platform others could only chase, and Verstappen and Perez swept to 17 wins and a second crown for the Dutchman.

Win #100 puts Red Bull in rare F1 territory

As it stands, Verstappen is well on his way to title number three. The RB19 is the clear class leader of 2023 thanks to its even more stable package, now class-leading Honda engine output, and a tidy aero efficiency balance.

Last weekend's win also put Verstappen level with Ayrton Senna on 41 in F1's driver records. This was two races on from him matching Vettel as the Red Bull family's most successful driver with 39 victories. Aston Martin's squandering of a shot at victory in Monaco means a 2023 season sweep remains on. However remote it might seem, that would be a unique championship feat – moving Red Bull away from its fellow centuries Ferrari, McLaren, Mercedes and Williams.

“It's hugely illustrious company that we're in and I think the pace that we've done it is something that we're extremely proud of,” concludes Horner, soon to be helming a team building its own engine in partnership with Ford for 2026.

“But it's just numbers and for us it's all about the next race, not about the last one.”



Adaptable RB5 came on strong as the 2009 season progressed

SUTTON

SUTTON

Red Bull RB5 vs RB19

Two of the team's milestone cars look very different, but there are parallels to be drawn between Red Bull's first winner and the 2023 pacesetter

JAKE BOXALL-LEGGE

PHOTOGRAPHY motorsport IMAGES

One car started a legacy, the other stamped its membership card into the highly exclusive '100 Club'. On the face of it, there should be very little similarity between Red Bull's contemporary RB19 and the RB5 with which it secured its first Formula 1 win. The 14 years between them, and the fact that they were built to two very different rulesets, suggests that the paintjob is their only source of common ground. Apples versus oranges, as it were – but that's not entirely true.

Both cars represent milestones in the Adrian Newey design lineage. Much as the century-hitting RB19 – or more overtly, its RB18 predecessor – has become a trendsetter amid the current generation, the RB5 was something of a tastemaker in tackling the aero regulations devised for 2009. Red Bull showed the way as it revised and refined the ideas on the 2009 car to become F1's dominant force in the early 2010s, as Sebastian Vettel's supremacy appeared unassailable at the time.

Aerodynamic changes have come and gone in that period, ultimately yielding the return of ground effect underbodies for the 2022 season. But there are still sensibilities that remain present in both cars, even if they manifest as abstract concepts more than any physical similarities. After all, there were seeds planted in Newey's designs

at March that later blossomed in his Williams and McLaren projects, particularly when considering the car as a holistic package mechanically and aerodynamically. His 17-year stint at Red Bull, then, is no exception.

In terms of the very few visual similarities between the two cars, the RB5 somewhat popularised the downwashing sidepod design that took flight around the early 2010s and was reprised for the modern-day cars. The overall concept was for a similar



Newey design DNA a common factor in both cars

TRINITY



MAUGER



GRANT

purpose in maximising the flow towards the top of the diffuser, with a view to boosting its effectiveness.

But they did so in differing ways; the RB5 implemented it as a platform to aim its exhausts at the floor, which ultimately morphed into the exhaust-blown underbody introduced a couple of seasons later. The RB19 cannot make use of that now that the tailpipe has been shifted to the back of the engine cover, but the use of downwash remains important in extracting performance out of the venturi tunnels as the airflow expands at the back.

The Brawn squad dominated the early proceedings in 2009 after pioneering not only the double diffuser, but an aggressive approach to its front-wing endplates to cycle airflow outwards. However, the RB5 was an adaptable package and, once those ideas had been assimilated into the car, became the more compelling prospect in the second half of the season. That the team's aerodynamicists under Newey's guidance could so quickly understand a new concept is testament to the engineering strength on which it prides itself.

That was visible once again in 2022, when the change in ruleset prompted a complete clean-sheet design from every team on the grid. The principles involved in designing the car were very different, but Red Bull once again excelled in pinpointing the right concept to move forward with.

Newey, for his part, is less involved today in the granular

details of the overall aerodynamic package, but his influence in the suspension layout shows how the team is willing to tap into one of its most valuable resources. When it came to developing the RB5, Newey and Red Bull broke with then-conventional tradition to install pull-rod suspension at the rear, dropping the centre of gravity. This in turn meant that the sloped sidepods were possible.

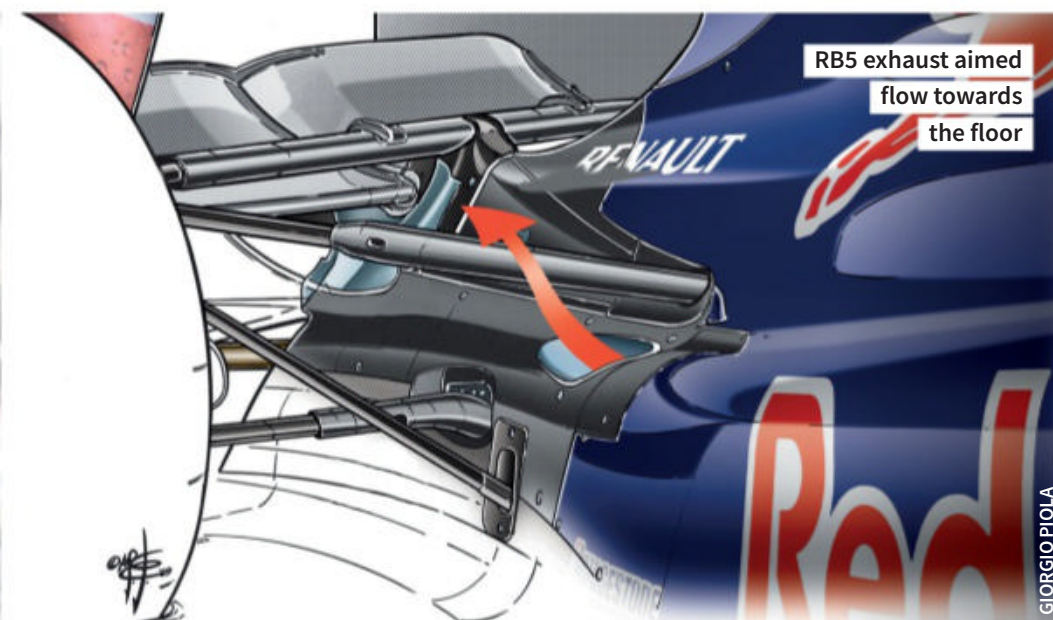
For the reintroduction of ground-effect aerodynamics, Red Bull flipped convention once again and opted for pull-rod front suspension and a push-rod rear package. While the physical concept is very different for the newer breed of cars, the team's attitude to developing a suspension package that best serves the aerodynamic platform remains unerring.

It's also interesting to remember where the RB5 sits in Red Bull's history. The RB1 that opened its tenure as a constructor in F1 was largely a reliveried Jaguar, and the succeeding RB2 pre-dated Newey's influence on the design of the cars. Much of his earlier years at the team were spent moulding the technical department in his image, and the visuals of the RB3 and RB4 bore a resemblance to the McLarens he was involved with in his latter seasons at the Woking team.

But the RB5 was the culmination of the efforts made behind the scenes to transform Red Bull from a midfield operation into a legitimate frontrunner. Sure, 2009's regulations threw up myriad curveballs that reset the competitive order, but it nonetheless required the teams to pour their resources into making the best of the new rules.

The RB19 sits in quite a different place. Red Bull was already at its zenith when this car was spawned, having returned to collecting championship victories two seasons prior. So the circumstances place it in a similar historical stratum to 2011's RB7, an all-conquering car that had been perfected iteratively over the prior couple of seasons.

Regardless, both Red Bull's first ever winner and the scorer of its 100th grand prix victory owe their successes to a unified technical front underpinned by the direction of a talismanic designer. Of all the cars ever conceived by the Milton Keynes squad, their successes will ensure they go down as two of the most iconic. ✎



GIORGIO PIOLA



Did you know?
Since the team started winning in Formula 1, the only Red Bull car not to take a grand prix victory was the RB11 in 2015.

Red Bull hits 100 not out

It only arrived in Formula 1 in 2005 but already the Anglo-Austrian team has racked up 100 world championship grand prix wins, only the fifth constructor to do so. Here are those victories...

KEVIN TURNER

PHOTOGRAPHY motorsport IMAGES



- | | |
|--|--|
| 1. 2009 Chinese GP
Sebastian Vettel
RB5 | 13. 2010 Japanese GP
Sebastian Vettel
RB6 |
| 2. 2009 British GP
Sebastian Vettel
RB5 | 14. 2010 Brazilian GP
Sebastian Vettel
RB6 |
| 3. 2009 German GP
Mark Webber
RB5 | 15. 2010 Abu Dhabi GP
Sebastian Vettel
RB6 |
| 4. 2009 Japanese GP
Sebastian Vettel
RB5 | 16. 2011 Australian GP
Sebastian Vettel
RB7 |
| 5. 2009 Brazilian GP
Mark Webber
RB5 | 17. 2011 Malaysian GP
Sebastian Vettel
RB7 |
| 6. 2009 Abu Dhabi GP
Sebastian Vettel
RB5 | 18. 2011 Turkish GP
Sebastian Vettel
RB7 |
| 7. 2010 Malaysian GP
Sebastian Vettel
RB6 | 19. 2011 Spanish GP
Sebastian Vettel
RB7 |
| 8. 2010 Spanish GP
Mark Webber
RB6 | 20. 2011 Monaco GP
Sebastian Vettel
RB7 |
| 9. 2010 Monaco GP
Mark Webber
RB6 | 21. 2011 European GP
Sebastian Vettel
RB7 |
| 10. 2010 European GP
Sebastian Vettel
RB6 | 22. 2011 Belgian GP
Sebastian Vettel
RB7 |
| 11. 2010 British GP
Mark Webber
RB6 | 23. 2011 Italian GP
Sebastian Vettel
RB7 |
| 12. 2010 Hungarian GP
Mark Webber
RB6 | 24. 2011 Singapore GP
Sebastian Vettel
RB7 |



- | | | | | |
|---|---|---|--|---|
| 25. 2011 Korean GP
Sebastian Vettel
RB7 | 32. 2012 Japanese GP
Sebastian Vettel
RB8 | 39. 2013 Belgian GP
Sebastian Vettel
RB9 | 46. 2013 US GP
Sebastian Vettel
RB9 | 53. 2017 Azerbaijan GP
Daniel Ricciardo
RB13 |
| 26. 2011 Indian GP
Sebastian Vettel
RB7 | 33. 2012 Korean GP
Sebastian Vettel
RB8 | 40. 2013 Italian GP
Sebastian Vettel
RB9 | 47. 2013 Brazilian GP
Sebastian Vettel
RB9 | 54. 2017 Malaysian GP
Max Verstappen
RB13 |
| 27. 2011 Brazilian GP
Mark Webber
RB7 | 34. 2012 Indian GP
Sebastian Vettel
RB8 | 41. 2013 Singapore GP
Sebastian Vettel
RB9 | 48. 2014 Canadian GP
Daniel Ricciardo
RB10 | 55. 2017 Mexican GP
Max Verstappen
RB13 |
| 28. 2012 Bahrain GP
Sebastian Vettel
RB8 | 35. 2013 Malaysian GP
Sebastian Vettel
RB9 | 42. 2013 Korean GP
Sebastian Vettel
RB9 | 49. 2014 Hungarian GP
Daniel Ricciardo
RB10 | 56. 2018 Chinese GP
Daniel Ricciardo
RB14 |
| 29. 2012 Monaco GP
Mark Webber
RB8 | 36. 2013 Bahrain GP
Sebastian Vettel
RB9 | 43. 2013 Japanese GP
Sebastian Vettel
RB9 | 50. 2014 Belgian GP
Daniel Ricciardo
RB10 | 57. 2018 Monaco GP
Daniel Ricciardo
RB14 |
| 30. 2012 British GP
Mark Webber
RB8 | 37. 2013 Canadian GP
Sebastian Vettel
RB9 | 44. 2013 Indian GP
Sebastian Vettel
RB9 | 51. 2016 Spanish GP
Max Verstappen
RB12 | 58. 2018 Austrian GP
Max Verstappen
RB14 |
| 31. 2012 Singapore GP
Sebastian Vettel
RB8 | 38. 2013 German GP
Sebastian Vettel
RB9 | 45. 2013 Abu Dhabi GP
Sebastian Vettel
RB9 | 52. 2016 Malaysian GP
Daniel Ricciardo
RB12 | 59. 2018 Mexican GP
Max Verstappen
RB14 |

>>



RED BULL

100

WINS



Stats

RED BULL IN F1	
Starts	355
Wins	100
Poles	88
Fastest laps	89
Drivers' titles	6
Constructors' titles	5

60.

2019 Austrian GP

Max Verstappen

RB15
61.

2019 German GP

Max Verstappen

RB15
62.

2019 Brazilian GP

Max Verstappen

RB15
63.

2020 Anniversary GP

Silverstone

Max Verstappen

RB16
64.

2020 Abu Dhabi GP

Max Verstappen

RB16
65.

2021 Emilia Romagna GP

Max Verstappen

RB16B
66.

2021 Monaco GP

Max Verstappen

RB16B
67.

2021 Azerbaijan GP

Sergio Perez

RB16B
68.

2021 French GP

Max Verstappen

RB16B
69.

2021 Styrian GP

Max Verstappen

RB16B
70.

2021 Austrian GP

Max Verstappen

RB16B
71.

2021 Belgian GP

Max Verstappen

RB16B
72.

2021 Dutch GP

Max Verstappen

RB16B
73.

2021 United States GP

Max Verstappen

RB16B
74.

2021 Mexican GP

Max Verstappen

RB16B
75.

2021 Abu Dhabi GP

Max Verstappen

RB16B
76.

2022 Saudi Arabian GP

Max Verstappen

RB18
77.

2022 Emilia Romagna GP

Max Verstappen

RB18
78.

2022 Miami GP

Max Verstappen

RB18
79.

2022 Spanish GP

Max Verstappen

RB18
80.

2022 Monaco GP

Sergio Perez

RB18
81.

2022 Azerbaijan GP

Max Verstappen

RB18
82.

2022 Canadian GP

Max Verstappen

RB18
83.

2022 French GP

Max Verstappen

RB18
84.

2022 Hungarian GP

Max Verstappen

RB18
85.

2022 Belgian GP

Max Verstappen

RB18
86.

2022 Dutch GP

Max Verstappen

RB18
87.

2022 Italian GP

Max Verstappen

RB18



WINNERS: DRIVERS

1	Max Verstappen	41
2	Sebastian Vettel	38
3	Mark Webber	9
4	Daniel Ricciardo	7
5	Sergio Perez	5

CAMILLEDEBASTIANI



WINNERS: CARS

RB18 (2022)	17
RB9 (2013)	13
RB16/16B (2020-21)	13
RB7 (2011)	12
RB6 (2010)	9
RB19 (2023)	8
RB8 (2012)	7
RB5 (2009)	6
RB14 (2018)	4
RB10 (2014)	3
RB13 (2017)	3
RB15 (2019)	3
RB12 (2016)	2

WINNERS: CIRCUITS

Monte Carlo	7
Yas Marina	6
Sepang	5
Interlagos	5
Spa	5
Suzuka	5
Barcelona	5
Silverstone	4
Red Bull Ring	4
Marina Bay	4
Mexico City	4
Baku	4
Montreal	4
Yeongam	3
Buddh	3
Hungaroring	3
Monza	3
Austin	3
Bahrain	3
Valencia	2
Nurburgring	2
Shanghai	2
Imola	2
Paul Ricard	2
Zandvoort	2
Jeddah	2
Melbourne	2
Miami	2
Istanbul Park	1
Hockenheim	1

88.

2022 Singapore GP

Sergio Perez

RB18
89.

2022 Japanese GP

Max Verstappen

RB18
90.

2022 United States GP

Max Verstappen

RB18
91.

2022 Mexican GP

Max Verstappen

RB18
92.

2022 Abu Dhabi GP

Max Verstappen

RB18
93.

2023 Bahrain GP

Max Verstappen

RB19
94.

2023 Saudi Arabian GP

Sergio Perez

RB19
95.

2023 Australian GP

Max Verstappen

RB19
96.

2023 Azerbaijan GP

Sergio Perez

RB19
97.

2023 Miami GP

Max Verstappen

RB19
98.

2023 Monaco GP

Max Verstappen

RB19
99.

2023 Spanish GP

Max Verstappen

RB19
100.

2023 Canadian GP

Max Verstappen

RB19



#89

Wet-weather virtuosity
in 2022 Japanese GP gave
Max his second crown



#100

Verstappen's 41st
F1 win hit the
century for RB

P22 CANADIAN GP REPORT

RACE CENTRE

Verstappen acknowledges his sixth win in eight races this year as a third title beckons





FORMULA 1

VERSTAPPEN HITS A CENTURY FOR RED BULL

A 100th grand prix win for his team and equalling Ayrton Senna's tally of 41 made the race in Montreal a special occasion

JAKE BOXALL-LEGGE

PHOTOGRAPHY  motorsport
IMAGES



O

n London's Oxford Street lies a small music venue, nestled inconspicuously between high-street staple shops. It's almost barely visible, apart from its little red sign. In the 1970s, it was there that punk music found its way out of

the underground and into the mainstream, horrifying traditionalists and mobilising a youth movement united by the brash and loud counterculture it produced. This is the 100 Club, a venue that survives today in a post-punk world.

Formula 1's own 100 club was, until the Canadian Grand Prix, occupied by a quartet of its own traditional icons. Ferrari, Williams, McLaren and Mercedes were the sole members of the exalted halls of those who have reached the milestone of 100 grand prix victories. Red Bull, once F1's counterculture team owing to its bold and dynamic approach to racing, has now joined them thanks to frontman Max Verstappen's one-man show at the Circuit Gilles Villeneuve. Not that it was much of a surprise, given the run of form in which he currently finds himself throughout a so-far dominant 2023.

Verstappen's final 9.6-second margin over Fernando Alonso at the flag was hardly the largest of the year, and neither was it the most dominant victory he has enjoyed in his box-office seasons at the squad, but the Red Bull driver appeared largely serene at the wheel of the all-conquering RB19. This was something of a turnaround following the struggles that Red Bull had faced in a chaotic trio of practice sessions, where one was held in wet conditions and another barely offered any track time as the circuit's CCTV systems only offered a delayed output. Only FP2 unveiled that the car was uncharacteristically skittish over kerbs and bumps around the Ile Notre-Dame circuit, and the damp FP3 offered little insight into whether overnight changes to the formula had borne fruit. The wet/dry/wet qualifying session suggested that the car was slightly more stable than it had been, as Verstappen broke through the mizzling gloom to collect his 25th career pole.

Regardless, he was going into the race partially blind to the effect of the direction that Red Bull had taken after Friday night. The corner exit traction, which has generally been so impressive over 2023, appeared to

be weakened during the extended second practice session.

Thankfully for the team, the set-up tweaks seemed to cure those ills.

"To be honest, I didn't really know what to expect," Verstappen admitted after the race. "We changed the car quite a bit compared to Friday, so I didn't really know how it would feel today. Luckily, it went in the right direction."

For those who reckon Red Bull's dominance is beginning to feel prosaic, hopes were pinned on Alonso mounting a rocket-like start to challenge Verstappen into Turn 1 and claim the inside line for the next corner. But starting on the outside line of the grid tends to offer its disadvantages and, although the Spaniard's departure from his grid box

"I DIDN'T KNOW WHAT TO EXPECT. WE CHANGED THE CAR QUITE A BIT, LUCKILY IN THE RIGHT DIRECTION"

was equal to the cars around him, the Aston Martin was less fleet of foot than Lewis Hamilton's Mercedes. Rather than putting the squeeze on Verstappen, Alonso instead had to cede second to the seven-time champion and defend against George Russell behind him.

Although Hamilton suggested after qualifying that he hoped to put pressure on Alonso and Verstappen at the start, he was less optimistic about a successful Verstappen challenge. His hopes took a greater hit when he began to watch the Red Bull ahead, noting that its rear end on the exit of the lower-speed corners was unwavering. Therefore, his focus was on keeping Alonso behind him, allowing Verstappen to start tacking on a few tenths here and there over the opening 10 laps.

During a brief virtual safety car period on the eighth lap, called after Logan Sargeant had parked up at Turn 6 with a suspected oil leak, Verstappen managed to juggle his deltas effectively and made a further 0.8s up on that lap over Hamilton, yielding a 3.6s lead by the



Verstappen will soon be out of the picture... as Hamilton beats Alonso into Turn 1 after the start

ETHERINGTON

end of the 10th tour. Even encountering a bird could prevent Verstappen extending his lead over the next two laps, and team chief Christian Horner later divulged that the avian remains had become lodged in the Red Bull's brake ducts.

But if Verstappen and Red Bull were hoping to hang it out on the medium tyre and extend the opening stint, their best-laid plans required a sprinkling of improvisation when Russell clouted the barrier on the exit of Turn 9 on the 12th lap; the shattered remains of his front wing and rear-right wheel rim required a safety car to allow the clean-up crew to work its magic.

The leading trio all used the opportunity to stop, collectively ditching their medium tyres for the hard compound. Hamilton emerged from his pitbox fractions ahead of Alonso, who hoped to make the most of it with a theatrical twist of his steering wheel. Cue the cameras panning to Mercedes boss Toto Wolff, who mocked the Aston Martin driver's apparent simulation from his usual seat in the garage. The stewards felt there was no foul play and chose not to award an unsafe release penalty to the Briton.

Verstappen hit the gas ahead of the lap 17 restart on the exit of the chicane and left the cars behind him for dead, leaving Hamilton and Alonso to deal with the medium-shod Ferraris; both Charles Leclerc and Carlos Sainz had resisted the urge to stop under the safety car in a bid to break out of the DRS train that had stymied their progress among the opening phases of the race. Their softer tyres fired up a little quicker at the restart, but Hamilton and Alonso were soon able to pull clear and resume their tantalising scrap for second.

Two laps on from the restart, Verstappen was already 1.6s up on Hamilton, but remained wholly unconvinced by the hard tyre. That Hamilton was not able to close in on him placated his concerns >>

QUALIFYING



SUTTON

It had rained all day in Montreal. Saturday showers lashed the circuit from dawn until dusk to set up a thrilling test of skill and character in qualifying, particularly as the circuit dried and then dampened throughout the session. That Max Verstappen chalked up his 25th Formula 1 pole was a predictable conclusion to the unpredictability.

A downpour ahead of the final part of qualifying disposed of the drying line that had formed ahead of Q2, and continuing rain meant that the opening few minutes would yield the best conditions to set a lap. Verstappen parked up at the front of the queue to exit the pitlane and indulge in clearer visibility at the expense of tyre heat, and lodged a solid banker lap to place him on top of the pile. Although the rain continued to fall, the Dutchman bettered his time by over a second to post a 1m25.858s, throwing down the gauntlet to the rest of the field.

Haas's Nico Hulkenberg then set a lap good enough for second, chiselling Fernando Alonso off the front row. Alonso was seconds away from returning the favour, having set the best middle sector, but red flags emerged as he exited the final chicane. Oscar Piastri's tangle with the wall at Turn 7 ultimately ended any further chances of improvement when the session restarted as the circuit became more saturated.

The feelgood factor of Hulkenberg making the front row then dissipated when he was handed a three-place grid penalty for going faster than the minimum delta time set out by the FIA. Radio messages between he and race engineer Gary Gannon laid bare the confusion and, while Hulkenberg's transgression was minor, it was enough for the FIA to intervene. And so the Verstappen-Alonso pairing from the front row last year was restored, with Hulkenberg relegated to fifth behind the two Mercedes.

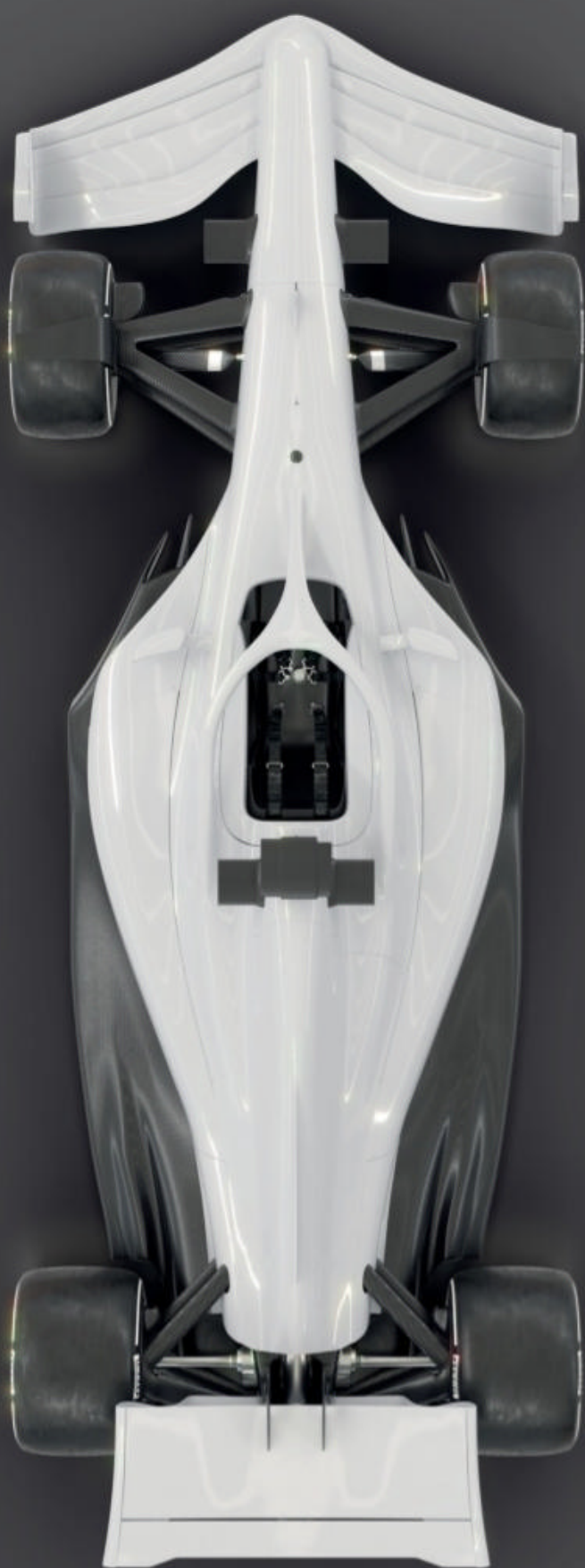
“THE FEELGOOD FACTOR OF HULKENBERG MAKING THE FRONT ROW THEN DISSIPATED”

In Q2, the drying track offered brief respite from the intermediate tyre, as Alex Albon and Williams took the initiative to bolt on the softs at the start of the session. This rewarded Albon with the fastest time in the second part of qualifying, while indecision over tyre strategy baulked Charles Leclerc and Sergio Perez in their bids to progress into Q3.

Ferrari endured further misery when Carlos Sainz was handed a three-place grid penalty for impeding Pierre Gasly, who was furious with the Spaniard after having to take evasive action in Q1 to avoid a crash at the hairpin. This stunted the Alpine driver's lap and prompted his early exit from qualifying, while his team-mate Esteban Ocon continued his quietly impressive season by managing sixth on Sunday's grid.



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slightly, particularly at the start of the stint, but Verstappen felt that he had to lean on the hardest compound more than he wanted to simply to keep the temperature where he needed it.

“I think it was quite tough today to keep the tyres in the right window,” he mused after the race. “They were always running quite cold, so we had to push actually quite hard on the tyre. With low grip it was not the easiest and most straightforward. But everything went well. Just the hard tyre probably was a bit of a limitation because of the harder compound, so it was even harder to keep the tyre temps.

“I think we know that our car normally is very good when it’s high deg compared to other cars. Today probably you would have needed a car which is a bit harder on the tyre to keep the temperatures in.”

“THEY DIDN’T TELL ME. MAYBE IT WAS NOT TO MAKE ME WORRY TOO MUCH. I WAS JUST FOLLOWING INSTRUCTIONS”

Hamilton was also having a slightly less than felicitous time on the hard compound relative to Alonso, whose dander was up after their close-quarters duel in the pitlane. Crucially, he’d remained in DRS range of his former McLaren team-mate and slowly began to draw nearer, eventually lunging past on lap 22 on the back straight and reclaiming second place by the chicane.

Despite Verstappen’s contention that the hard tyres were offering no grip, he continued to break-build despite the car behind him having changed. Eventually, the tyre began to come to him, and his complaints subsided after race engineer Gianpiero Lambiase had to put his finger to his lips over the radio. Alonso was now over five seconds behind as the race reached its midpoint, and the Aston Martin’s growing deficit came as its driver was asked to start lifting and coasting.

Speculation suggested that Alonso was allegedly carrying a brake cooling issue, but Aston Martin team principal Mike Krack revealed that worries over the car’s fuel load prompted the team to start saving, lest it risk running out towards the end of the race. Although he stopped short of specifying what the problem within the fuel system was, the call to lift and coast proved to be unnecessary.

“They didn’t tell me [what it was],” Alonso explained after the race. “Maybe it was not to make me worry too much. But I don’t know. I felt the car was OK. But I was just following the instructions. So yeah, hopefully, that means that we have a little bit more pace.”

“We were not sure, so as a precaution we said the best thing is to save some fuel and to do lift and coast,” explained Krack. “We thought we had a problem which did not materialise in the end. How much did it cost us? It’s difficult to judge. A few tenths, probably, one or two, maybe. It was a precautionary thing. But you can choose between not finishing or arriving with a bit more [fuel], so we wanted to be safe.”

That didn’t stop Alonso from delivering what he reckoned were “70 qualifying laps” over the course of the race, but managing the then-



Alonso passed his old foe on track to secure a second runner-up finish



unspecified problem likely took quite a discernible sting out of his tail. The gap between Verstappen and Alonso had grown to 5.4s but, by the midway point of the race, it started to shrink ever so slightly in anticipation of a second round of pitstops. Although Hamilton was not out of the reckoning, he had dropped to almost five seconds behind Alonso and was commanded to use up the last of his hard-compound Pirellis in anticipation of a final stop at the end of lap 40.

In a bid to gain a partial undercut and close back in on Alonso, Hamilton stopped a lap sooner than the Aston Martin and collected a set of mediums for the final 30 laps of the race. Alonso only had the hard tyre left, and had to contend with the slower rubber to keep Hamilton at bay for the last phase.

“That is something that you need to decide before qualifying, the tyre allocation for qualifying and the race,” Alonso recounted. “Obviously with a very limited practice that we did on Friday, it was just a guess [to hold back two hard sets]. I’m happy with the decision; for us, the hard was not a bad tyre at all, and we were able to stand the stints.”

Verstappen collected his own set of fresh mediums on lap 42 for the final part, relieved to be in possession of a compound that required a little less work to coax into its optimal working range. Alonso had closed the gap down to 4.5s after both had completed their second stops, and worked it down to just below four seconds by the 47th tour, but a mistake at Turn 8 led to him taking to the run-off and shipping two seconds to the cars around him. He was continuing to run to a lift-and-coast approach, much to his chagrin, and asked his race engineer Chris Cronin to let him know when he’d done enough. “I want to win the race,” he finished, hoping that the Aston Martin engineers could find an alternative solution to managing his race.

But those hopes of winning appeared to fade over the ensuing laps, as Verstappen continued to find time on the medium tyres. The difference was only a few tenths per lap, but it was enough to slowly >>


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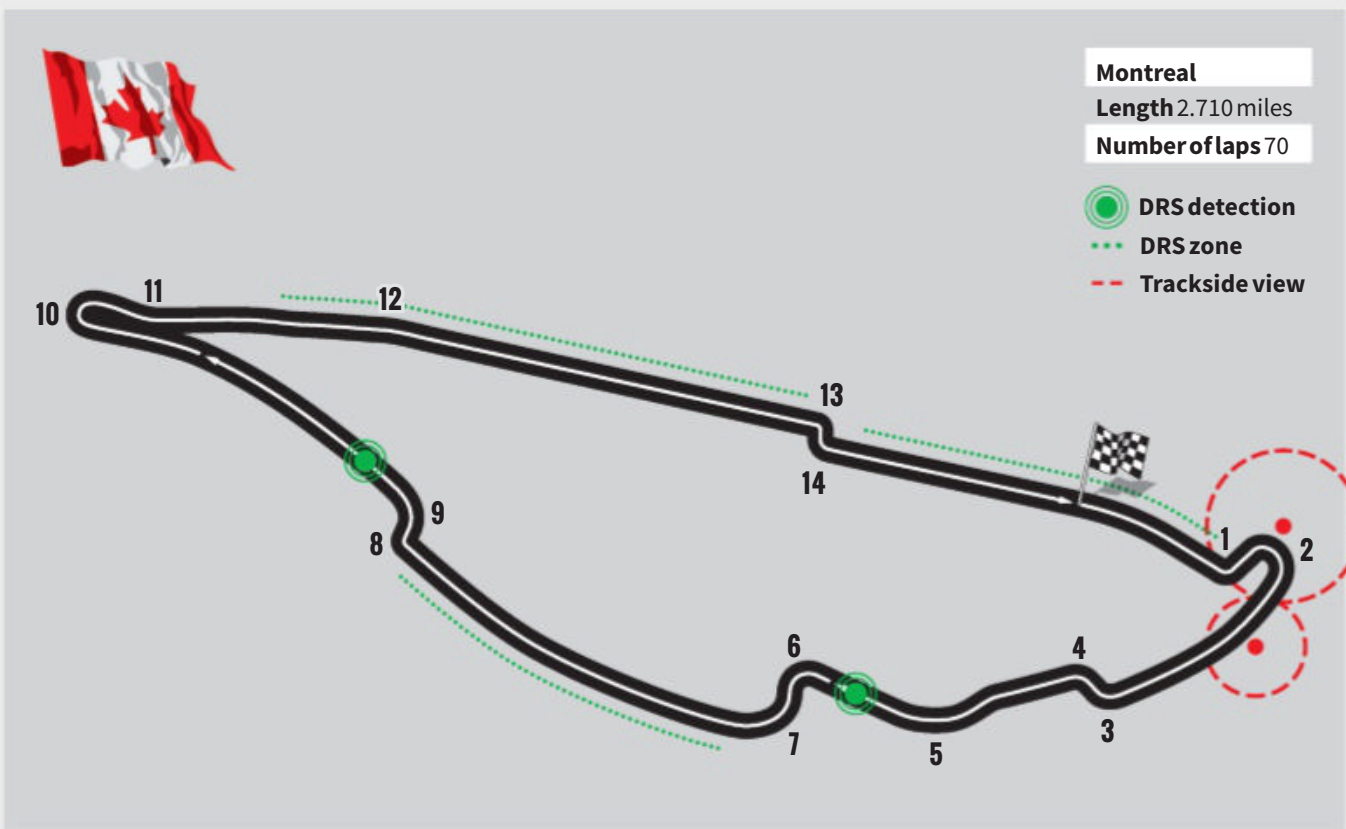
TRACKSIDE VIEW

Turn 2 is the place to be as the opening free practice session in Montreal roars into life. First, you're directly at the pitlane exit to watch the first takers file out onto the circuit. Next, you're in prime position to see how the drivers tackle the opening corner before winding into the tight right-hander.

Unsurprisingly, home favourite Lance Stroll draws huge whoops from the crowds in the grandstands as he pulls out of the pits and, coming round again on his first timed run, carries too much speed into Turn 2 and needs a second bite at the cherry on the steering wheel. The drivers take the apex of Turn 1 and keep steering to the left to open up the next corner, rather than take the quickest route between the two turns and risk an early apex.

When Pierre Gasly comes to a stop in the second sector, the fun stops. We take the short walk around Turn 2 during the stoppage and plan to head towards Turns 3 and 4, but we bump into Motorsport Images' Zak Mauer, who's camped on the exit of the second corner. He muses that the cars are pretty lairy on the exit, so we figure it's worth hanging around. But the red flag lingers; an issue with the circuit's CCTV systems means that the session cannot be restarted. We indulge in some wildlife spotting instead.

A photographer further down towards Turn 2 is then accosted by a groundhog with plenty of bravado. Groundhogs have been roaming the Circuit Gilles Villeneuve



“BEFORE WE CAN AIM OUR CAMERAS, THE LITTLE HAIRBALL HAS ABSCONDED”

Villeneuve for years, seemingly unfazed by the noise and the speed at which F1 cars approach them during the grand prix weekend. But before we can aim our cameras, the little hairball has absconded. Shortly after, another icon of Canadian races past opts for a fly-by visit: a red-winged blackbird, similar to the one that visited the circuit in 2011 during its lengthy rain-enforced delay.



Lando Norris heads for Turn 3

When the session is finally cancelled, we trudge back to the media centre – so Autosport decides to return to the second corner's exit at the start of the extended FP2. And Zak was right: the cars get particularly wild as the drivers take increasing risk with the kerb.

Lewis Hamilton is first to rattle the rumble strip and, on his return a lap later, gets even braver. Yuki Tsunoda attempts to follow suit,

but has already washed out at Turn 2 and has to correct with a dab of oppo. The other drivers then try to see how close they can get to the wall; Charles Leclerc and Lando Norris set a new marker, which Hamilton then beats once again. But Max Verstappen seems to be the bravest, almost tickling the grass – but GPS data shows that this comes at the expense of outright traction.

JAKE BOXALL-LEGGE



Lance Stroll had plenty of home support



Verstappen heads out for another run on the Circuit Gilles Villeneuve

ALL PICS: BOXALL-LEGGE



An illustrious podium:
Newey joins Alonso,
Verstappen and Hamilton

grow an advantage and leave Alonso having to rethink his priorities during the remainder of the race.

With 10 laps left, the gap between the front pair was 8.3s, as Hamilton cut the arrears to just 1.4s having been erroneously told that Alonso was nursing a brake issue. This was perhaps a call to arms to drink up more of the medium tyres' life, with a view to breaking into DRS range, but instead it prompted Alonso to pick up the pace, dropping into the 1m15s to match and surpass Hamilton's efforts over the final laps.

Despite a small moment of over-eagerness at Turn 8, where he braked a fraction too deep and bunny-hopped over the kerb, Verstappen knew how to close out the race and execute his finishing move. Gathering his final ounces of performance, Verstappen added another second to his gap on Alonso to sit on the cusp of a 10-second lead with two laps to go, and brought the car home for his 41st grand prix victory to match Ayrton Senna's tally of F1 wins.

"When I was a little kid driving in go-karts, I was dreaming about being a Formula 1 driver, and I would've never imagined I could win 41 grands prix," Verstappen explained after. "To tie with Ayrton is something incredible. I'm proud of that, but of course I hope it's not stopping here. I hope that we can keep on winning more races."

Alonso successfully defended his second place, finding enough to build a 4.6s buffer by the chequered flag over Hamilton. The 2005 and 2006 world champion admitted that he thought he'd lost it at the start, but the AMR23's hard-tyre pace rather came in handy when it came to reversing the damage. While the Hamilton of old might have been aggrieved to have conceded a place, the struggles that Mercedes has faced over the past two seasons simply left him glad to enjoy a genuine battle with his former arch-nemesis.

Behind the triumvirate of champions at the front, the Ferrari duo



Ferrari recovered from
qualifying woe to finish
fourth and fifth

VINET

"TO TIE WITH AYRTON IS SOMETHING INCREDIBLE. I'M PROUD OF THAT, BUT I HOPE IT'S NOT STOPPING HERE"

rescued its abject Saturday with its strategy, praise that has admittedly come at a premium in recent years. The long medium stint put it in a position to successfully enact a one-stop, made possible because tyre degradation in Montreal was much reduced overall. Leclerc finished ahead of Sainz, but the Spaniard helped drive the strategic calls and encouraged the Ferrari pitwall to extend the opening stint, having felt that the overall pace was showing minimal drop-off.

By the end both drivers' pace was not dissimilar to that of the leaders' and, although Sainz was often sitting within three seconds of Leclerc ahead, the pair agreed with the team not to fight between themselves in order to preserve a strong result. On a different day, had qualifying not compromised their plans, the two could well have been in the mix for an outside podium shot; Hamilton and Alonso both admitted that Ferrari worried them at select times during the race.

Even on a circuit where Red Bull felt it was weaker, there was nothing stopping Verstappen from clinching the Milton Keynes squad's century of wins. Amid its phases of domination in the early 2010s with Sebastian Vettel at the wheel, reaching such an illustrious landmark seemed to be only a matter of time; the team's recovery from a series of leaner years to once again stand upon the highest stratum of F1 competition finally offered the chance to hit that milestone. For the unsentimental Verstappen, however, it's merely a tick-box.

"It is a great achievement for the team. This was the first opportunity to do so, and I'm happy that that's done with a hundred. But I hope we win more, so the new target is 200."

Only Ferrari has ever achieved that tally, which it owes to its longevity in the championship. Red Bull has finally played at the 100 Club, and the rest of the season will offer an extended encore towards Verstappen's seemingly irrepressible march to the title. But this is no longer a small punk outfit hell-bent on being a disruptor; Red Bull these days is akin to a stadium rock behemoth at the absolute peak of its powers, drawing sell-out crowds in the world's biggest arenas. F1's equivalent of the Rock and Roll Hall of Fame is a much more befitting audience for its path to the next 100 wins, as it strives to continue enjoying its current success. 🏁

NEXT F1 REPORT

AUSTRIAN GRAND PRIX
6 JULY ISSUE

ALBON STARS ON STRONG OUTING FOR WILLIAMS



Alex Albon earned significant praise for his run to seventh last Sunday in Montreal, his brilliant defence on the tricky one-stop strategy earning Williams its joint-best result of the past five years barring George Russell's podium in the 2021 Spa washout.

Albon had made waves in qualifying by topping Q2 after he was the first onto slick tyres during the brief window they could be run, and started from a still-credible ninth. From there, he was sandwiched between the Ferrari drivers in 10th (Charles Leclerc got past him in the opening turns) either side of the virtual safety car activation following team-mate Logan Sargeant's retirement from 18th due to an engine oil leak.

Albon pitted under the safety car, emerging just behind Lando Norris in a tight, unpunished pitlane call that mirrored those of Lewis Hamilton and Fernando Alonso ahead. Albon then rose to seventh as others stopped from the long DRS train, which was originally headed by Kevin Magnussen. By relying on the Williams's strong straightline speed, he defied first Russell's Mercedes, then Esteban Ocon, despite having hard tyres 24 laps older than the Alpine's.

"I was positioning the car in Esteban's dirty air [at the hairpin] to try to still make him hurt his tyres, hurt his traction and all that kind of thing," Albon explained. "You're driving a race that's very much in your rear-view mirrors."



Russell suffers after wall strike

George Russell was left offering "apologies" to his Mercedes team following his Canadian Grand Prix crash, from which he was initially able to recover before being forced into a late retirement as an indirect consequence of his mistake.

Russell had started fourth behind team-mate Lewis Hamilton following Nico Hulkenberg's post-qualifying penalty. He then chased Fernando Alonso in the early stages, the Aston Martin in turn closely pursuing Hamilton after his slower start. Russell had been dropped back to 1.6s behind, but then closed to 0.6s either side of the brief virtual safety car activation. On lap 12, Russell "went a bit wide into Turn 8" and "wasn't expecting the sausage kerb to have such a violent response".

He smashed the right side of his car into the outside barriers, having gone briefly airborne, but carried on, wary of stopping a car capable of continuing after what happened at Silverstone last year. Following a lengthy check from Mercedes'

engineers as he swapped medium tyres for hards under his safety car stop – the Bernd Maylander-driven safety tool was celebrating 50 years of use last weekend and was called into action so the debris from Russell's crash could be removed – Russell rejoined the fray. He felt his W14 "didn't feel 100% perfect but it was good enough to drive", although "the rear toe was probably a little bit out".

Following the restart, Russell brought up the second, bigger DRS train of the race at the rear of the pack but climbed back to run eighth behind Alex Albon as others either pitted out of his way or got caught up in incidents.

But Russell was brought in to retire after 53 laps when Mercedes felt his front brakes were wearing excessively. His brake duct requirements had not been calibrated to run among so many other cars and their hot air, which meant "with brakes, once you go over a certain oxidation threshold, there's no recovering", as Russell put it.

BIG NUMBER

0.03

The gap in seconds between Lance Stroll and Valtteri Bottas in a photo finish, which decided the outcome of ninth place in Stroll's favour once Lando Norris's penalty was applied.





MAGNUSSEN AND DE VRIES RUIN THEIR RACES

Kevin Magnussen and Nyck de Vries were involved in a bizarre mid-race incident that cost the Haas driver over 30 seconds and the AlphaTauri racer nearly double that amount of time.

De Vries attacked Magnussen, who had earlier headed a long DRS train, on lap 35 as they squabbled over 12th. De Vries sent a lunge down the inside of Turn 1, then aggressively chopped off the Dane's ambitious outside-line defence. Next up at Turn 3, de Vries defended the inside but locked up, and both briefly got trapped down the escape road, with Magnussen left with nowhere to go. Both reversed and got going again, eventually finishing 17th and 18th, with Magnussen ahead.

"He was racing pretty hard – that's for sure," reflected Magnussen. "But who am I to complain about that?"

Norris defiant in wake of 'unsportsmanlike' penalty

McLaren's Lando Norris was defiant that he did not do "anything wrong" in a safety car incident that led to a penalty for "unsportsmanlike conduct", and for which he copped a five-second time addition that dropped him out of the points.

Norris put in a battling drive to gain places against team-mate Oscar Piastri, Kevin Magnussen and Valtteri Bottas, as he was one of the few two-stoppers to make progress against those on the contra-strategy. But his ninth-place finish became 13th in the final results after the stewards penalised him for dropping too far back behind Piastri when the safety car was called out following George Russell's crash.

This is a breach of Article 55.5 of F1's sporting rules, but the stewards

instead cited Article 12.2.1.1 of the FIA International Sporting Code in their reasoning. McLaren team boss Andrea Stella suggested this was because they "want to set new references" on such actions.

Norris was also involved in a late-race safety concern, as he caught fellow two-stopper and early fifth-place runner Esteban Ocon after passing Bottas at the hairpin with eight laps left. The Alpine's rear wing was oscillating dramatically due to what team boss Otmar Szafnauer called "a beam wing issue", but the FIA now leaves calls over such concerns to the teams. Alpine therefore left Ocon out because it was "happy it wasn't going to come off", according to Szafnauer, from what the team could read on load data.



Q&A

SERGIO PEREZ RED BULL DRIVER

How satisfied are you with your recovery after missing Q3?

Well, I feel that there was a little bit more certainly, but we just didn't have the pace. We did struggle. I think we got hurt massively with the safety car that it came in the wrong moment for us. So yeah, luck, it is not with us, but it's how it is at the moment.

Where were you struggling this weekend?



Basically under braking. I think the ride hasn't been great, so under braking [that] was the biggest thing. It is where I think we need to get on top of [things] and make sure that we are able to

figure out what's happening and then come back strong.

Do you know what the origin of the problem is? Is it brake temperatures or a mechanical thing?

Not at the moment. We did something with tyres, something with set-up – a few bits that they

need to understand exactly.

How was the race on a net one-stop strategy?

Yeah, it was not too bad. I think we were hurt massively with the safety car, and given the track position we were in it made sense to stop again [for the fastest lap].

How can you recover your early-season form?

Certainly we're going to be working hard together with the team back home to make sure that we figure out what's happening.

How tough has this run been for

you personally?

It is how it is, but I think it's something that mentally you have to be strong. And I'm strong and I know I will overcome this one, this difficult period of basically two races – because Monaco, I did the mistake and it was a bad weekend. But I think without that we had the pace. And it's a little bit more concerning not having the pace.

The sprint race next in Austria – how are you feeling about it?

Yeah, looking forward to it and I really hope that we are able to get back to our form.

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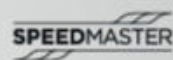


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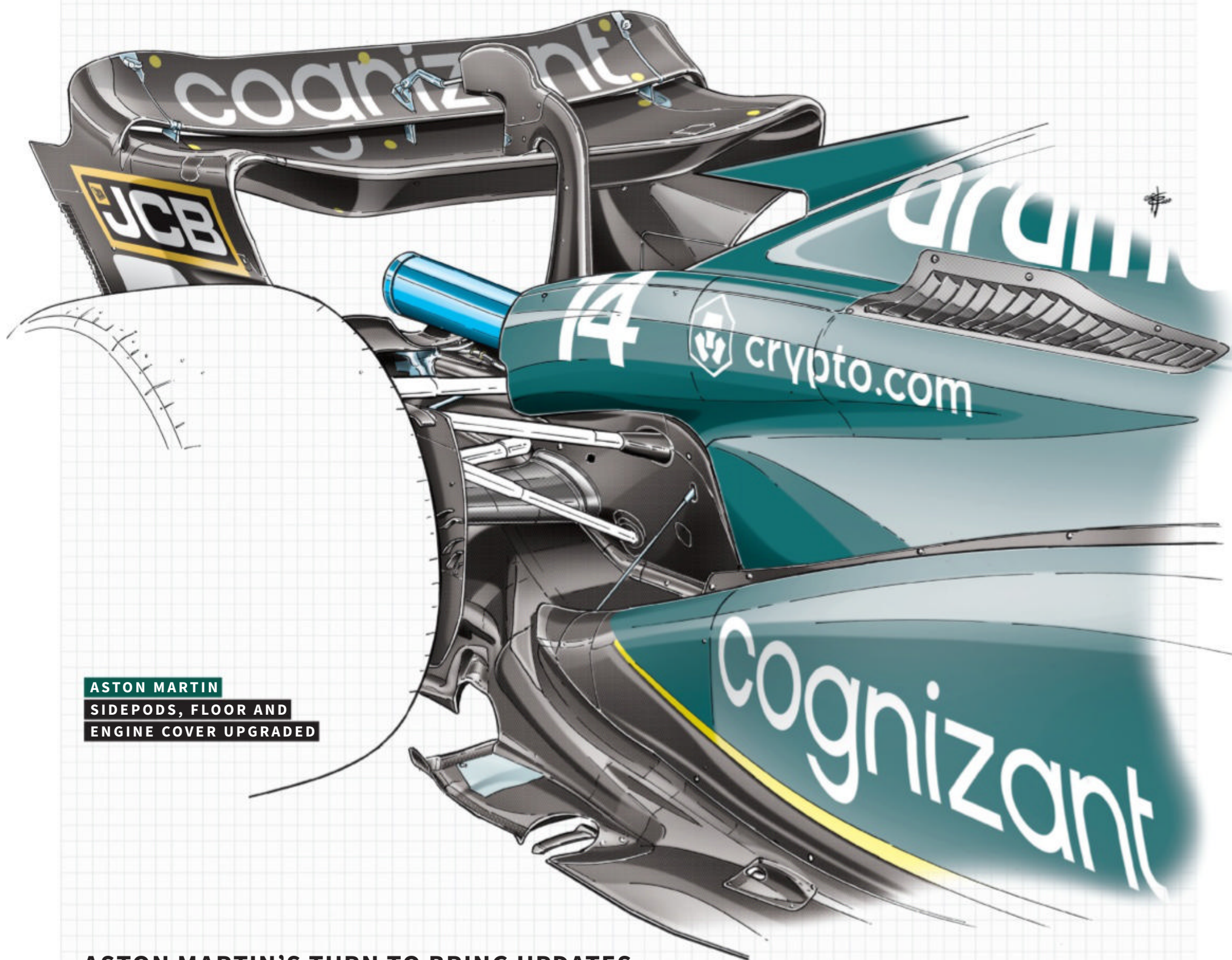


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**ASTON MARTIN
SIDEPODS, FLOOR AND
ENGINE COVER UPGRADED**

ASTON MARTIN'S TURN TO BRING UPDATES

With renewed threats from Mercedes and Ferrari in the battle over second in the constructors' championship, Aston Martin needed to bring its own large-scale updates to match its rivals' efforts over the preceding couple of rounds. It arrived in Canada with a revised floor and a new engine cover and sidepods, featuring a more pronounced ramp section within the channel to improve the overall flow towards the rear of the car.

As the regulations introduced in 2022 have become more widely understood over the past year and a half, along with convergence towards a Red Bull style of bodywork profile, the relationship between the floor and the sidepods has become ever clearer. Aston Martin's technical notes issued prior to the weekend stated that the new floor aims to improve "the local load by redistributing the flow between the floor fences", and the redesigned sidepods

assist with that overall interaction between the two surfaces. The pursuit of a downwashing sidepod has become almost universally adopted on the grid this season, with the airflow being directed in between the diffuser fences and the rear-brake-duct winglets.

"We've seen over the last couple of events particularly, that there are some circuits that suit our car more and some circuits that don't suit it quite as much," explained Aston Martin technical director Dan Fallows. "So, we've looked at concentrating on broadening that operating window of the car, and that's particularly what we're focused on with these updates. We have this idea of continual improvement and that's what we're aiming at really."

Speaking about the strengths of the Aston Martin AMR23, Fallows confirmed that the car's key boons lie in the lower-speed corners as per its performance in Monaco. But he warned that

this would lead to compromises at other circuits, and that further weaknesses in efficiency relative to the Red Bull squad are slightly harder to shake as it remains inherent to a car's overall concept: "I think we've seen at tracks towards the beginning of the season that in low-speed corners, we've had an advantage. But the truth is, when you have a car that is perhaps good in one set of corners rather than another, it does mean that you end up having to make set-up compromises for those particular circuits."

"You can optimise those and if you then go to a circuit where there's a lot more variety, you have to make those compromises. About [the Red Bull] having very high efficiency, we all see that and clearly, that's something we're working on. But that in truth is not something that comes overnight. It's baked into the concept of a car."

JAKE BOXALL-LEGGE

20 Zhou #24
1m23.342s

18 Sargeant #2
1m23.337s

16 Stroll #18
1m21.484s

14 Bottas #77
1m21.821s

12 Perez #11
1m20.959s

19 Tsunoda #22
1m22.746s

17 de Vries #21
1m23.137s

15 Gasly #10
1m22.886s

13 Magnussen #20
1m21.678s

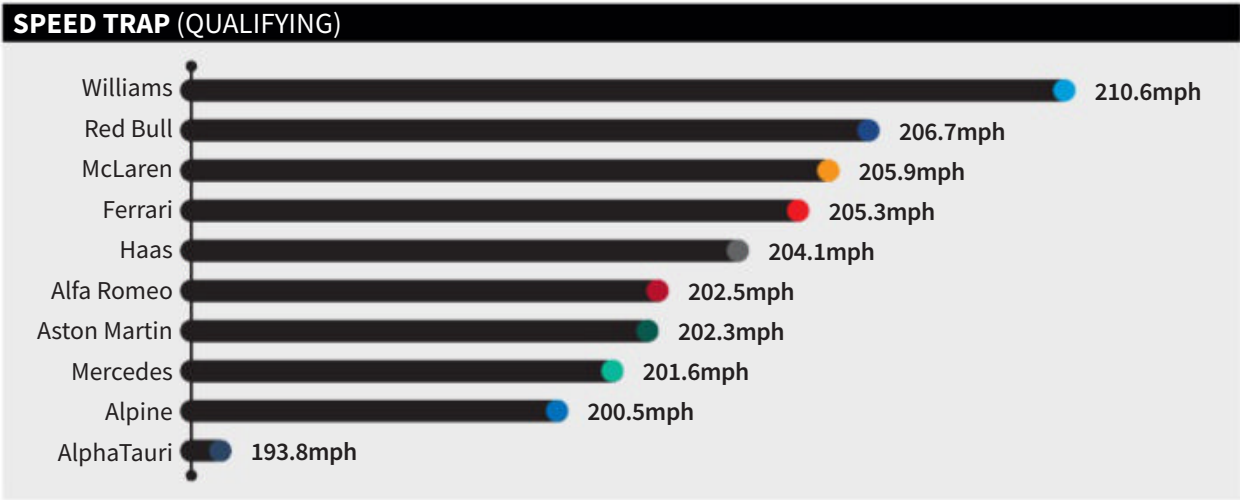
11 Sainz #55
1m29.294s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m18.728s	1	Hamilton	1m13.718s	1	Verstappen	1m23.106s
2	Stroll	1m19.175s	2	Russell	1m13.745s	2	Leclerc	1m23.397s
3	Alonso	1m19.807s	3	Sainz	1m13.844s	3	Alonso	1m24.483s
4	Perez	1m20.154s	4	Alonso	1m14.044s	4	Magnussen	1m24.715s
5	Verstappen	1m20.231s	5	Leclerc	1m14.094s	5	Sainz	1m24.765s
6	Piastri	1m21.496s	6	Verstappen	1m14.142s	6	Gasly	1m24.825s
7	Magnussen	1m24.045s	7	Bottas	1m14.220s	7	Stroll	1m24.944s
8	Hulkenberg	1m24.336s	8	Perez	1m14.250s	8	Tsunoda	1m24.955s
9	Zhou	1m24.961s	9	Stroll	1m14.419s	9	Bottas	1m24.988s
10	Sainz	1m25.991s	10	Gasly	1m14.477s	10	Hamilton	1m25.087s
11	Leclerc	1m26.809s	11	Piastri	1m14.533s	11	Hulkenberg	1m25.140s
12	de Vries	1m32.274s	12	Magnussen	1m14.544s	12	Piastri	1m25.191s
13	Tsunoda	no time	13	Norris	1m14.617s	13	Norris	1m25.198s
14	Norris	no time	14	Zhou	1m14.811s	14	Albon	1m25.379s
15	Gasly	no time	15	Tsunoda	1m14.941s	15	Russell	1m25.435s
16	Albon	no time	16	de Vries	1m15.002s	16	de Vries	1m25.725s
17	Sargeant	no time	17	Albon	1m15.003s	17	Perez	1m25.857s
18	Hamilton	no time	18	Ocon	1m15.092s	18	Zhou	1m26.750s
19	Ocon	no time	19	Sargeant	1m15.426s	19	Ocon	1m26.840s
20	Russell	no time	20	Hulkenberg	1m16.369s	20	Sargeant	1m27.279s

WEATHER Cloudy, air 23-25C track 33-38C

WEATHER Dry/wet, air 19-27C track 22-41C

WEATHER Wet, air 15-16C track 17-18C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m20.851s	1	Albon	1m18.725s	1	Verstappen	1m25.858s
2	Alonso	1m21.481s	2	Verstappen	1m19.092s	2	Hulkenberg	1m27.102s
3	Hamilton	1m21.554s	3	Norris	1m19.347s	3	Alonso	1m27.286s
4	Russell	1m21.798s	4	Piastri	1m19.659s	4	Hamilton	1m27.627s
5	Leclerc	1m21.843s	5	Alonso	1m19.776s	5	Russell	1m27.893s
6	Albon	1m21.938s	6	Sainz	1m19.856s	6	Ocon	1m27.945s
7	Norris	1m21.998s	7	Russell	1m20.098s	7	Norris	1m28.046s
8	Ocon	1m22.114s	8	Hulkenberg	1m20.305s	8	Sainz	1m29.294s
9	Perez	1m22.151s	9	Ocon	1m20.406s	9	Piastri	1m31.349s
10	Piastri	1m22.190s	10	Hamilton	1m20.426s	10	Albon	no time
11	Sainz	1m22.248s	11	Leclerc	1m20.615s			
12	Bottas	1m22.332s	12	Perez	1m20.959s			
13	Magnussen	1m22.351s	13	Stroll	1m21.484s			
14	Stroll	1m22.677s	14	Magnussen	1m21.678s			
15	Hulkenberg	1m22.730s	15	Bottas	1m21.821s			
16	Tsunoda	1m22.746s						
17	Gasly	1m22.886s						
18	de Vries	1m23.137s						
19	Sargeant	1m23.337s						
20	Zhou	1m23.342s						

WEATHER Wet, air 16-17C track 18-19C

NEXT RACE

2 JULY

AUSTRIAN GP

Red Bull Ring

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	195	1	1
2 Perez	126	1	1
3 Alonso	117	2	2
4 Hamilton	102	2	3
5 Sainz	68	4	2
6 Russell	65	3	2
7 Leclerc	54	3	1
8 Stroll	37	4	6
9 Ocon	29	3	4
10 Gasly	15	7	4
11 Norris	12	6	3
12 Albon	7	7	8
13 Hulkenberg	6	7	2
14 Piastri	5	8	9
15 Bottas	5	8	10
16 Zhou	4	9	12
17 Tsunoda	2	10	8
18 Magnussen	2	10	4
19 de Vries	0	12	12
20 Sargeant	0	12	15

CONSTRUCTORS' CHAMPIONSHIP		PTS
1 Red Bull		321
2 Mercedes		167
3 Aston Martin		154
4 Ferrari		122
5 Alpine		44
6 McLaren		17
7 Alfa Romeo		9
8 Haas		8
9 Williams		7
10 AlphaTauri		2

QUALIFYING BATTLE			
Verstappen	6	1	Perez
Leclerc	4	4	Sainz
Hamilton	4	4	Russell
Gasly	3	5	Ocon
Norris	7	1	Piastri
Zhou	3	5	Bottas
Alonso	7	1	Stroll
Magnussen	2	6	Hulkenberg
de Vries	2	6	Tsunoda
Sargeant	0	8	Albon

Events removed when one driver in a team could not record a representative time for reasons outside their control. Excludes sprint qualifying/shootout

WINS

Verstappen 6

Perez 2

POLE POSITIONS

Verstappen 5

Perez 2

Leclerc 1

FASTEST LAPS

Verstappen 3

Perez 2

Hamilton 1

Russell 1

Zhou 1

Pole scores taken based on qualifying results, not the result of any sprint races or qualifying

10

Leclerc #16

1m20.615s



8

Piastri #81

1m31.349s



6

Ocon #31

1m27.945s



4

Russell #63

1m27.893s



2

Alonso #14

1m27.286s



9

Albon #23

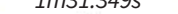
no Q3 time



7

Norris #4

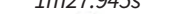
1m28.046s



5

Hulkenberg #27

1m27.102s



3

Hamilton #44

1m27.627s



1

Verstappen #1

1m25.858s



STARTING GRID

RESULTS ROUND 8/22 (70 LAPS - 189.69 MILES)					
POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Max Verstappen (NLD)	Red Bull-Honda RBPT	1h33m58.348s	70	Mn, Hn, Mn
2	Fernando Alonso (ESP)	Aston Martin-Mercedes	+9.570s		Mn, Hn, Hn
3	Lewis Hamilton (GBR)	Mercedes	+14.168s		Mn, Hn, Mn
4	Charles Leclerc (MCO)	Ferrari	+18.648s		Mn, Hn
5	Carlos Sainz (ESP)	Ferrari	+21.540s		Mn, Hn
6	Sergio Perez (MEX)	Red Bull-Honda RBPT	+51.028s		Hn, Mn, Sn
7	Alexander Albon (THA)	Williams-Mercedes	+1m00.813s		Mu, Hn
8	Esteban Ocon (FRA)	Alpine-Renault	+1m01.692s		Mn, Hn, Hn
9	Lance Stroll (CAN)	Aston Martin-Mercedes	+1m04.402s		Mn, Hu, Hn
10	Valtteri Bottas (FIN)	Alfa Romeo-Ferrari	+1m04.432s		Hn, Mn
11	Oscar Piastri (AUS)	McLaren-Mercedes	+1m05.101s		Mn, Hn, Hu
12	Pierre Gasly (FRA)	Alpine-Renault	+1m05.249s		Sn, Hu, Hn
13	Lando Norris (GBR)	McLaren-Mercedes	+1m08.363s		Mn, Hn, Hu
14	Yuki Tsunoda (JPN)	AlphaTauri-Honda RBPT	+1m13.423s		Mn, Hn, Hn
15	Nico Hulkenberg (DEU)	Haas-Ferrari	-1 lap/+16.943s		Mn, Hn, Hn
16	Zhou Guanyu (CHN)	Alfa Romeo-Ferrari	-1 lap/+17.377s		Mn, Hn, Hn
17	Kevin Magnussen (DNK)	Haas-Ferrari	-1 lap/+1m10.259s		Hn, Mn, Mn
18	Nyck de Vries (NLD)	AlphaTauri-Honda RBPT	-1 lap/+1m14.967s		Mn, Hn, Hn
R	George Russell (GBR)	Mercedes	53 laps-brakes		Mn, Hn
R	Logan Sargeant (USA)	Williams-Mercedes	6 laps-oil leak		Mn

FASTEST LAPS				
POS	DRIVER	TIME	GAP	LAP
1	Perez	1m14.481s	-	70
2	Hamilton	1m15.396s	+0.915s	47
3	Verstappen	1m15.594s	+1.113s	68
4	Alonso	1m15.779s	+1.298s	62
5	Leclerc	1m15.907s	+1.426s	47
6	Sainz	1m15.911s	+1.430s	47
7	Magnussen	1m16.126s	+1.645s	55
8	Norris	1m16.374s	+1.893s	65
9	Gasly	1m16.425s	+1.944s	67
10	Stroll	1m16.564s	+2.083s	58
11	Piastri	1m16.598s	+2.117s	59
12	Bottas	1m16.625s	+2.144s	52
13	de Vries	1m16.656s	+2.175s	52
14	Tsunoda	1m16.666s	+2.185s	68
15	Ocon	1m16.782s	+2.301s	63
16	Albon	1m16.917s	+2.436s	68
17	Zhou	1m17.090s	+2.609s	58
18	Russell	1m17.097s	+2.616s	44
19	Hulkenberg	1m17.232s	+2.751s	37
20	Sargeant	1m18.437s	+3.956s	4

WEATHER Partially cloudy, air 18-20C track 28-34C
WINNER'S AVERAGE SPEED 121.111mph **FASTEST LAP AVERAGE SPEED** 130.976mph

TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set

HARD

MEDIUM

SOFT

C0

C1

C2

C3

C4

C5

INTERMEDIATE

WET

RACE BRIEFING

GRID PENALTIES
SAINZ, TSUNODA and **STROLL** Three-place penalty for impeding other drivers
HULKENBERG Three-place penalty and one licence point for failing to stay above the minimum time set

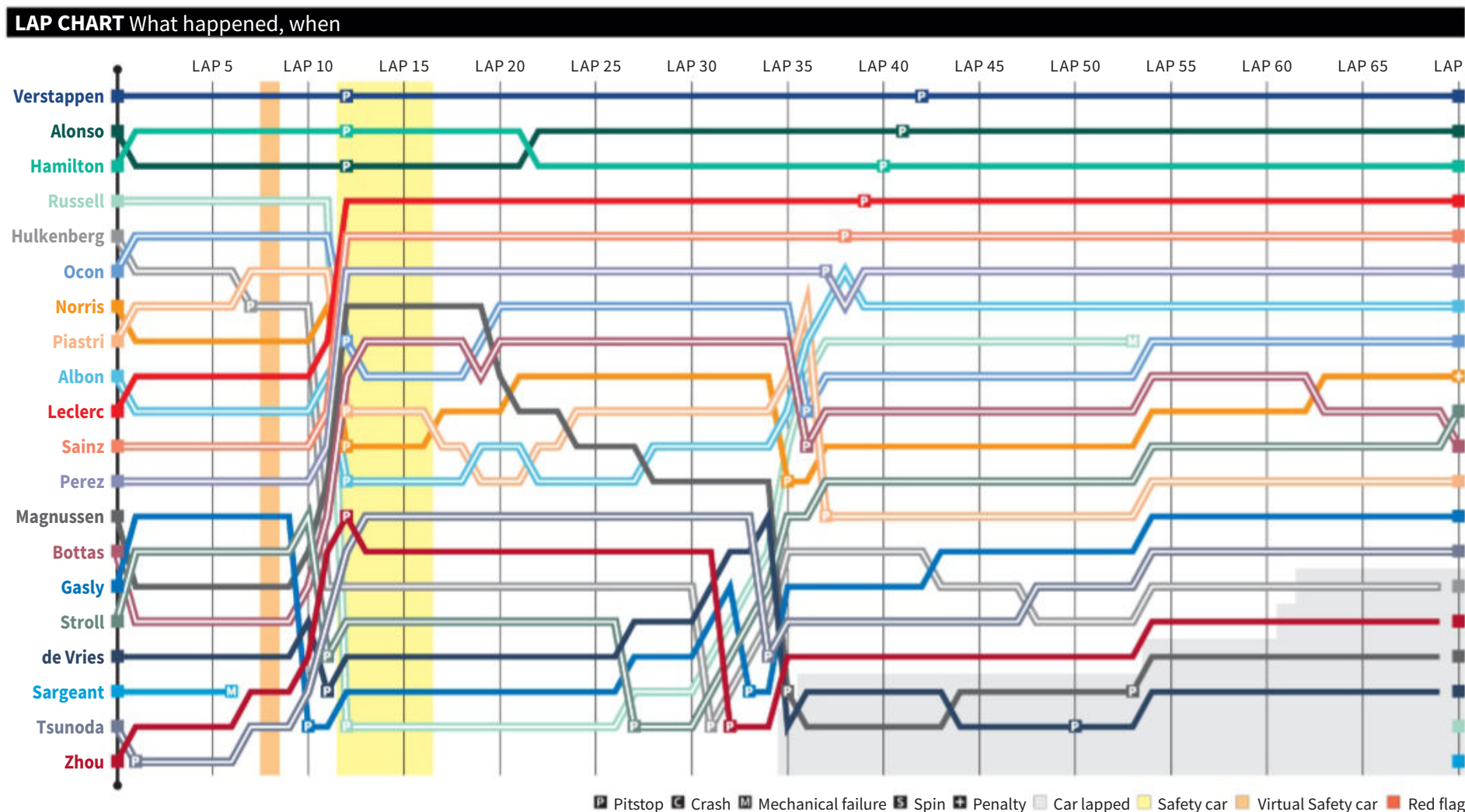
by the FIA ECU during a red flag

RACE PENALTIES
NORRIS Five-second penalty for slowing under the safety car to avoid a double stack for his pitstop

STAT

4507.5

Hamilton is the first driver to break the 4500-point barrier in F1

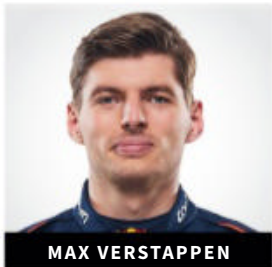


CANADIAN GRAND PRIX DRIVER RATINGS

Alex Albon's excellence in the Williams earns a rare full marks, while the three podium finishers share runner-up status

ALEX KALINAUCKAS

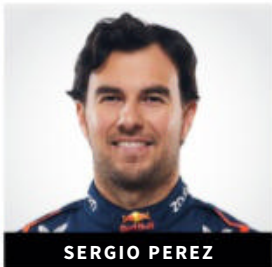
RED BULL



MAX VERSTAPPEN

Started **1st** — Result **1st**

9 Did everything required to escape pressure from behind at the start and restart, and was generally unruffled, other than needless late Turn 8 kerb climbing. Didn't enjoy his grip on the harder rubber due to the lower temperatures but eventually found a way to make things work.



SERGIO PEREZ

Started **12th** — Result **6th**

4 Wasn't helped by early safety car, since starting on hard tyres meant an early stop wasn't an option, but his score is largely down to the big performance gap to Verstappen. Also let Sainz get ahead when the Ferrari's first lap-one pass went awry. Couldn't stay with the red cars on either tyre.

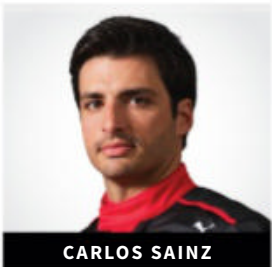
FERRARI



CHARLES LECLERC

Started **10th** — Result **4th**

8 Made tenacious move in passing Albon in the opening corners, but was then frustrated behind Norris's slower McLaren in the early Hulkenberg DRS train. Won a baffling Ferrari strategy exchange as the safety car came out, then showed excellent pace on used medium tyres to make the one-stopper work.



CARLOS SAINZ

Started **11th** — Result **5th**

8 Made key pass on Perez on lap one, making nice use of tyre warm-up advantage on mediums versus hards on the Red Bull. Stuck behind Albon in early DRS train before staying out under safety car got him up the order behind Leclerc. Felt he was quicker but played team game in second stint after single stop.

MERCEDES



LEWIS HAMILTON

Started **3rd** — Result **3rd**

9 Better run to Turn 1 got him ahead of Alonso. Fell out of Verstappen's DRS range on lap two and was then easily dropped again at the restart. From there, Alonso battled back past with DRS and pulled a gap that peaked at 5.4s, before Hamilton surged back late on in a lively late pursuit.



GEORGE RUSSELL

Started **4th** — Result **R**

3 Was chasing Alonso when he clattered Turn 8 sausage kerb. Smashed his right side and wrecked his race, even though he remained in play. Climbed back as others pitted or had incidents before retiring with excessively wearing brakes due to running in the pack he'd put himself in.

ALPINE



PIERRE GASLY

Started **15th** — Result **12th**

6 Used soft tyres at start to get stuck in on Bottas and Magnussen early on. Lost out by pitting before safety car, his service featuring slow left-front change that cost five spots. From there he made little progress on the two-stopper, but did pass Hulkenberg using DRS and rose a spot with Norris's penalty.



ESTEBAN OCON

Started **6th** — Result **8th**

7 Jumping Hulkenberg immediately meant avoiding getting trapped in the early DRS train while leaders shot clear. Did well to beat Magnussen and Bottas to the second safety car line after his safety car stop, which meant being waved ahead of both after the restart.

McLAREN



LANDO NORRIS

Started **7th** — Result **13th**

4 Great drive that contained a misjudgement that brings his score down in a 'damned either way' situation. This was letting a gap build to Piastri when safety car was called, and McLaren twice reminded him of his "second car" position. Was penalised, which cost points.



OSCAR PIASTR

Started **8th** — Result **11th**

6 Earns a mark above par for neat Turn 1 pass on Hulkenberg to escape first DRS train, and because it wasn't his fault that the two-stop strategy was ultimately inferior for him. After the safety car he was jumped by Norris at the hairpin, then went off under pressure from Albon at final chicane.

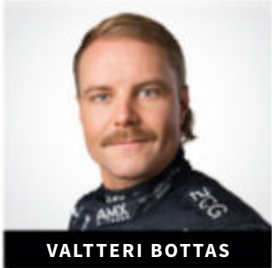
ALFA ROMEO



ZHOU GUANYU

Started **20th** — Result **16th**

5 Didn't make progress from last at the start. Gained when Tsunoda immediately stopped and, although he did get ahead of those that pitted pre-safety car, he ran behind the AlphaTauri at the restart due to its pace in free air. Couldn't progress in second DRS train, and second stop cost gains from his first.



VALTTERI BOTTAS

Started **14th** — Result **10th**

7 Lost ground at start, then rose to follow Ocon after safety car by not stopping on the contra strategy, avoiding a penalty for overtaking under neutralisation. Maintained point-paying place after mid-race pitstop, but lost it in last-lap drag race with Stroll. Norris's penalty got 10th back.



ASTON MARTIN



Started **2nd** — Result **2nd**

9 Reacted fine at start but fell behind Hamilton, which Aston suspected was due to lacking practice start information. Stayed behind the Mercedes through first stint, lucky to get away with his early wall strike, then used DRS to blast past after restart. Held off Hamilton's late charge.



Started **16th** — Result **9th**

7 Made most of circumstances to pass Bottas and Magnussen on lap one. Lost time stopping before safety car while chasing Sainz in early DRS train, then was pitted out of even longer second train, and pace in free air helped his climb. Seized ninth with Norris's penalty after pipping Bottas on last lap.

HAAS



Started **13th** — Result **17th**

4 Unlucky that Perez swung left heading into the final chicane on lap one, but Magnussen was snookered by not cutting off Gasly. In the de Vries incident, he paid the price hanging on in aggressive outside-line Turn 1 defence. Felt he lacked pace all day, with a big DRS train building behind.



Started **5th** — Result **15th**

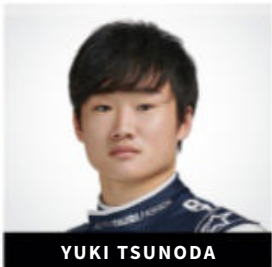
5 Was always going to slip back after qualifying excellence, bar red-flag gaffe that cost a front-row start. Was immediately jumped by Ocon and had the first DRS train build behind him before Piastri jumped ahead. Pitted just as Norris was doing likewise, unlucky with safety car timing too.

ALPHATAURI



Started **17th** — Result **18th**

3 Earns this score purely because of Turn 3 lock-up and aggressive Magnussen attacks in quick order that cost him 50s stuck down the escape road. A wiser course would have been to give the Haas more room exiting Turn 1 and not triggering all the misery to come.



Started **19th** — Result **14th**

7 Copped a qualifying impeding penalty, which encouraged AlphaTauri to aggressively stop on lap one, and that got him out of early DRS train. Pace thereafter got him ahead of other pre-safety car stoppers, but time lost behind Magnussen in second stint meant a two-stop switch that backfired.

WILLIAMS



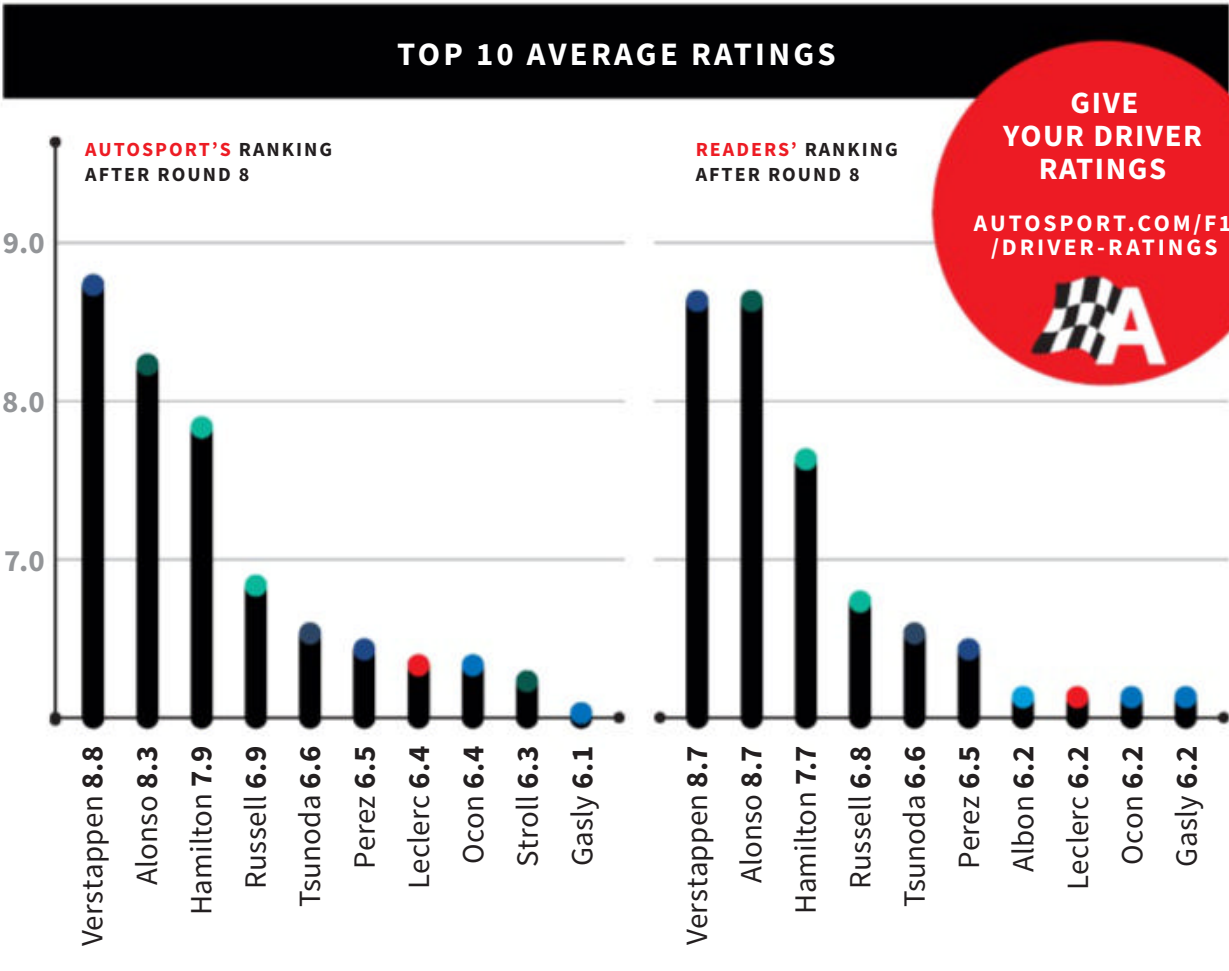
Started **18th** — Result **R**

5 Maintained starting position on lap one by battling back past Tsunoda after losing out at Turn 8, his attack at the hairpin crucial to getting cutback momentum. Was chasing the other AlphaTauri while running ahead of Zhou when an oil leak struck, hampered his pace and forced his retirement.



Started **9th** — Result **7th**

10 Outstanding drive that meets criteria of a 'true performance high'. Followed Leclerc early, then chased the McLarens after safety-car stop and, once past Magnussen, made the one-stopper work. Beautifully defied Russell then Ocon, boosted by Williams's slippery package.





Hill back to front, back-to-front Turkington

While one of the BMW men ended his 2023 winless streak with a double at Oulton Park, another stormed from last on the first grid to win the finale

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

Plans were being hatched, plotting was in the works. Jake Hill was frustrated. Twelve races into the 2023 British Touring Car Championship, he was yet to take the chequered flag as a race winner. The little bloke from Kent has, over the past few years, formed an unbreakable bond with his engineering sidekick Craig Porley. They've been together at the West Surrey Racing BMW team since the beginning of 2022, just as they were with the Motorbase Ford camp before that and, going further back, the AmD Honda squad. Think. Think. 'What can we do for Oulton Park?'

WSR, you see, has revolved around its nucleus of four-time champion and all-time BTCC great Colin Turkington with his trusted engineer, veteran techie John Waterman. Where this duo goes, it's natural for the rest of the team to follow. But, so far this season, that hadn't been good enough for Turkington or Hill to rival the utter supremacy of Ash Sutton and his Motorbase Focus weapon following its winter of mighty investment and

development, and a springtime of spectacularly dazzling driving.

"We had a discussion at the start of the week of what we were going to do," chatted Hill on Saturday evening after qualifying his 330e M Sport second, the only driver within 0.4 seconds of the superb Sutton. "The way we've been going is just stale — we've been doing a sensible job all the time but not fighting for anything. Sure enough, in free practice I'm very sceptical as to whether we'd made the right decision, but there were elements of the data that suggested we were onto something. We went into qualifying with an unknown car, and it ended up being lovely to drive. We've just made it feel more alive. We've been living in this set-up for 15 months [since Hill's first steps with the BMW] and it worked, but we wanted to find a bit more."

Didn't they just? By mid-afternoon Sunday, Hill had taken not only his first win of the season, but also his second. Turkington, meanwhile, was also proving that the speed wasn't entirely down to the Hill/Porley axis. Banished to the back of the grid for race one



Hill had to soak up everything Sutton could throw at him before taking two race wins



A good day's work for Hill (left) and Turkington

after his BMW failed to yield enough fuel for a post-qualifying sample, the Northern Irishman sledgehammered his way from 27th to ninth, then through to fourth in race two, before beating Hill home in a WSR 1-2-3 in the reversed-grid finale. And remember that weekend at Brands Hatch last month when everyone shook their heads in disbelief over Sutton's yield of 62 points and predicted that he couldn't be beaten this year? Well, Hill matched that total in Cheshire.

But let's not get too carried away. In between his explanation of his and Porley's work, Hill had muttered of the Fords that "it's ridiculous that a certain car has taken pole five times in a row – there's no fighting that car at the moment". Sutton, indeed, had topped qualifying for the third consecutive time (team-mates Dan Rowbottom and Dan Cammish were on top at the first two rounds), 0.225s clear of Hill and, as championship leader, with significantly less hybrid boost available to him. With the soft Goodyear the prime tyre at Oulton, and the hard as the option, Sutton was in

his element. "It's a good track to drive anyway," he beamed in the sunshine. "A lot of undulations, negative and positive camber. And then the moment you bolt on the soft tyres it just changes – your corner speed goes up, you're on a narrow road through the woods, on a knife-edge, dancing around. It's awesome."

Negative Hill may be about fighting Sutton, but there was an opportunity... The starting boost for the rear-wheel-drive BMWs had been raised before the previous round at Thruxton, so the odds favoured Hill getting into Old Hall in the lead from the front row. The front-driven machines always switch their tyres on sooner, but if Hill could keep Sutton behind him for the first couple of laps then he may be onto something.

Both men knew this. Sutton tried around the outside of the Island hairpin on the opening lap, but the arc was just too wide. Next time around, he had momentum exiting Old Hall and drew alongside on the run to Cascades – contact was made side to side, and Hill just held on. And now those tyres were up to temperature and he began to eke out the gap he required. "I knew that I had to stay in front because he would be a roadblock otherwise," related Hill. "I had a go," added Sutton, "but it was just managing the risk ultimately. I had a look at a few opportunities, it didn't come off, and we got shown the grass on one of them. But it's not a problem – that's touring car racing. But at that time of day he was 50-odd points behind us. My fight was with Tom [Ingram], not Jake. I was willing to put a battle in but not run high-risk with it."

Ah, Ingram. What was going on here? The reigning champion had set the quickest time across the two free practice sessions at the wheel of his Excelr8 Motorsport Hyundai i30 N, using medium tyres carried over from a previous round. In the first qualifying session, he'd set such a quick 'banker' lap very early in the session that, following a red flag, he felt no need to go back out again »

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Turkington (right)
begins his third-race
move on Morgan

AH YES, GOOD OLD TRACK LIMITS

Track limits were a talking point yet again last weekend, in the wake of the new Motorsport UK regulations for 2023, with the fast corners of Old Hall and Cascades in the track's first sector the flashpoints. This time Dan Rowbottom and Andrew Watson lost positions in the top-10 qualifying shootout when they had lap times deleted. Track limits *cause celebre* Ricky Collard could have done, but then went quicker...

"When I put the soft tyres on I did a fast lap," grinned the Speedworks Toyota racer. "Then it got taken away for track limits. Then I put two new front tyres on and went purple in the first sector and thought, 'Have *that* for your track limits!'"

Collard qualified third, but Speedworks felt the weekend was the inverse of normal – strong form on Saturday but not quite in the window on race set-up. Even so, Collard and Rory Butcher between them harvested five top-10 finishes.

Collard spent much of the first two races in the vicinity of Dan Cammish, Josh Cook's One Motorsport Honda and Bobby Thompson, who again shone with fourth in qualifying in his Team Hard Cupra. A clash in race two at Cascades put Thompson out and earned Cook a grid penalty for the finale.

Cook, meanwhile, had this to say on track limits: "If I could catch the guys in front, suddenly I'd suffer temperature issues and have to back it off, give it a bit of space, let the temperatures come back down. That's not new in touring cars. Normally what you would do is then sort of throw a bit of an assault at the car in front. But this year with the track-limits thing being more tightly controlled, it just means that you can't afford to overcommit and run a bit wide, because you get penalised. So it does make racing a bit more difficult."



since his position in the top-10 shootout was assured. Had Ingram done no more than replicate that time, he'd still have been third in Q2, but he was over 0.2s slower and would line up sixth for race one. "We put a set of tyres on and they just didn't come in," he puzzled. "In Q1 I felt they came in so quickly that we could have done our best lap leaving the pitlane – they had loads of life, loads of swish. There's a bit of head-scratching as to why that happened. A strange one and frustrating, because I feel we have a bloody fast car. I thought, 'I'm on for this, I can do the time'"

There was work to be done on race day, but Ingram was up for it, and he made it up to third spot in the opener when he passed the Speedworks Motorsport Toyota Corolla of Ricky Collard into Old Hall just before one-third distance. Hill and Sutton were long gone, but this was a decent launchpad for race two.

From pole, Hill had a "far easier and more enjoyable" drive ahead of Sutton to complete his maiden BTCC weekend double victory. Ostensibly, the championship leader came under pressure from Ingram, who wasn't convinced that was the case. "I think he was just playing the game," observed Ingram. "As soon as I came closer it was as though he activated mode seven on his steering wheel

"As much as I'd like to say we had Sutton under pressure, really I don't think we did"

and could gap me by half a second. As much as I'd like to say we had him under pressure, really I don't think we did."

Furthermore, Ingram had to resist an attack from Turkington, whose spectacular progress through the day got him up to fourth when he passed Collard with seven laps remaining. He then closed on the leading trio, sometimes by as much as half a second per lap. The BMW was with the Hyundai, seeking a podium, as the race entered the closing stages. With just over a lap to go Turkington drew alongside at Lodge, and his extra mid-corner momentum whacked him clean into the back of Ingram, to the detriment of his bonnet. "The pin on the left front popped out," he explained of his backing-off on the final lap. "I had to not accelerate hard because I could see it lifting, and I was petrified that the one on the right would pop and the bonnet would be on the window."

Ingram also had to see off Sutton in the reversed-grid race, in which all but four of the drivers were on the hard option tyres, and this was right at the start. Sutton got a better launch from fifth in »

the line-up, but Ingram moved across towards the inside and the Ford was squeezed into contact with the pitwall. Smoke from the deranged right-front corner told its own story, and Sutton was forced to park it on the grass on the exit of Old Hall.

“Ash had every opportunity to back out and chose not to,” was Ingram’s defence. “It’s one of those things. On the first lap we’ve all got to get through it, so sometimes you’ve just got to back out of these things, haven’t you?” With Ingram going on to finish fourth, that leaves him just six points adrift of Sutton, with Hill and Turkington closing the deficit to 26 and 35 respectively. “It’s

“It’s frustrating because we just needed to finish in front of Tom – make sure we extend that lead”

frustrating because we just needed to finish in front of Tom – make sure we extend that championship lead,” mused Sutton. “I was quite happy with around the 20 [points ahead] mark, and all that’s just been undone from one little incident.”

Ingram had his own frustrations after an event of what-might-have-been. “This was going to be our strong weekend I think, and it’s disappointing to not have been able to capitalise on it,” he summed up. “Especially after FP1, FP2, Q1, to then end up not getting the maximum out of it is disappointing. But I think we’ve done quite well considering we were sixth this morning and we’ve ended up with two thirds and a fourth around somewhere that’s notoriously difficult to overtake.”

While Ingram jested that his consistent day “just feels like it’s been very Colin Turkingtony”, the BMW hero himself made progress that we might call ‘Ash Suttony’. His charging and controlled, aggressive, precision passing were outstanding all day. Once he’d got up to second at the start of the final race, he had one final overtaking act to perform, this on polesitting team-mate Adam Morgan following an early safety car. On his home circuit, the Lancastrian had been on scrapping form himself, earning a three-place grid penalty for a first-race shovelling of Aron Taylor-Smith that relegated him to 11th at the start of the sequel, where he climbed to seventh.

Morgan didn’t make it easy for Turkington – as he was perfectly entitled to do – but could not stop a forceful, long-drawn-out manoeuvre whereby they ran side by side through Lodge and Old Hall before Turkington claimed the inside for Cascades, Hill also slotting through in his wake into second.

“Last night I was not expecting to win a race,” sighed Turkington. “I set a target of P15 for race one – I thought that was a realistic place to start. The key thing was we just kept making the car better each race. I just got more confident, I could go forwards and make the moves. The BMW was great on the soft tyre, and even on the hard in race three it was good. I don’t think I’ve ever had to work



so hard for a win though, and that started this morning!”

The funny thing was, Turkington was off the pace of Hill in seventh place in qualifying before his exclusion from the session, yet his race performance was arguably superior, and he drew away from Hill in the finale. Had he adopted any of the Hill tweaks? “We didn’t,” he replied. “It’s very difficult putting somebody else’s set-up on because we have very different driving styles. In qualifying we didn’t get the car in the right place [an extra run in a bid to cement his place in Q2 had caused the fuel shortfall], but we had it dialled in by race two. We’re not radical or extreme like Jake.”

Hill had caused some consternation by jumping the slowing Ingram and Cammish as an early safety car was called, and could scarcely conceal his impish delight at that one: “The call came on the radio as we were on the way up the hill out of Knickerbrook, but I was looking and there were no yellows until we got to the exit of Deer Leap.” Cammish, who also conceded a spot to Ingram but had a consistent day of 5-6-5 results, muttered: “I doubt that will happen again. A couple of people took advantage, which by the letter of the law is OK.”

While Turkington and Waterman had worked away on their side, Hill said that he and Porley just “tweaked it through the day, cambers and bits to aid tyre wear”. With Croft and Knockhill, both historically BMW-favouring tracks, coming up next, Sutton predicted “it wouldn’t surprise me if they did exactly the same thing there. Definitely Turkington showed the pace of the BMW. When I got told he was six tenths faster [in race two] and we’re on the same tyre, that’s a big chunk. I had Ingram behind me, and we weren’t leaving anything on the table.”

Inconceivable as it seemed only a couple of weeks ago, is it game on for a title fight? 🏁



P70 SUPPORTS REPORT

DeLeon’s Radical double, Higgins wins 250th F4 race.



RESULTS

ROUND 5/10, OULTON PARK (GBR), 18 JUNE RACE 1 (15 LAPS – 33.390 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Jake Hill (GBR)	West Surrey Racing BMW 330e M Sport	21m45.510s
2	Ash Sutton (GBR)	Motorbase Performance Ford Focus ST	+1.874s
3	Tom Ingram (GBR)	Excelr8 Motorsport Hyundai i30 N	+2.563s
4	Ricky Collard (GBR)	Speedworks Motorsport Toyota Corolla GR Sport	+10.181s
5	Dan Cammish (GBR)	Motorbase Performance Ford Focus ST	+10.583s
6	Josh Cook (GBR)	One Motorsport Honda Civic Type R	+11.090s
7	Bobby Thompson (GBR)	Team Hard Cupra Leon	+11.566s
8	Adam Morgan (GBR)	West Surrey Racing BMW 330e M Sport	+17.674s
9	Colin Turkington (GBR)	West Surrey Racing BMW 330e M Sport	+18.676s
10	Stephen Jelley (GBR)	West Surrey Racing BMW 330e M Sport	+21.899s
11	Dan Lloyd (GBR)	Team Hard Cupra Leon	+24.713s
12	Tom Chilton (GBR)	Excelr8 Motorsport Hyundai i30 N	+25.416s
13	Mikey Doble (GBR)	Power Maxed Racing Vauxhall Astra	+30.406s
14	Dexter Patterson (GBR)	Team Hard Cupra Leon	+31.342s
15	Andrew Watson (GBR)	Power Maxed Racing Vauxhall Astra	+32.005s
16	Rory Butcher (GBR)	Speedworks Motorsport Toyota Corolla GR Sport	+33.450s
17	Jack Butel (GBR)	Team Hard Cupra Leon	+41.528s
18	Ronan Pearson (GBR)	Excelr8 Motorsport Hyundai i30 N	+42.147s
19	Will Powell (GBR)	One Motorsport Honda Civic Type R	+49.674s
20	Aiden Moffat (GBR)	One Motorsport Honda Civic Type R	+53.180s
21	Nicolas Hamilton (GBR)	Team Hard Cupra Leon	+53.552s
22	Jade Edwards (GBR)	Team Hard Cupra Leon	+53.900s
23	Nick Halstead (GBR)	Excelr8 Motorsport Hyundai i30 N	+54.260s
R	Dan Rowbottom (GBR)	Motorbase Performance Ford Focus ST	14 laps-accident damage
R	Aron Taylor-Smith (IRL)	Power Maxed Racing Vauxhall Astra	13 laps-accident
R	George Gamble (GBR)	Speedworks Motorsport Toyota Corolla GR Sport	6 laps-master cylinder
R	Sam Osborne (GBR)	Motorbase Performance Ford Focus ST	2 laps-power steering

Winner's average speed 92.07mph. **Fastest lap** Hill 1m25.619s, 93.59mph.
All on soft tyres, except Moffat and Edwards on hards.

Q2 1 **Sutton** 1m24.832s; 2 **Hill** 1m25.057s; 3 **Collard** 1m25.300s; 4 **Thompson** 1m25.366s; 5 **Cammish** 1m25.443s; 6 **Ingram** 1m25.465s; 7 **Cook** 1m25.487s; 8 **Taylor-Smith** 1m25.613s; 9 **Butcher** 1m25.864s; EX **Turkington** 1m25.475s.

Q1 **Sutton** 1m24.913s; **Ingram** 1m25.234s; **Hill** 1m25.236s; **Collard** 1m25.377s; **Turkington** 1m25.412s; **Cook** 1m25.498s; **Thompson** 1m25.542s; **Butcher** 1m25.552s; **Taylor-Smith** 1m25.563s; **Cammish** 1m25.574s; 10 **Morgan** 1m25.588s; 11 **Rowbottom** 1m25.593s; 12 **Jelley** 1m25.650s; 13 **Moffat** 1m25.658s; 14 **Gamble** 1m25.666s; 15 **Lloyd** 1m25.743s; 16 **Doble** 1m25.825s; 17 **Watson** 1m25.856s; 18 **Osborne** 1m25.862s; 19 **Pearson** 1m25.898s; 20 **Patterson** 1m25.919s; 21 **Chilton** 1m26.068s; 22 **Edwards** 1m26.396s; 23 **Butel** 1m26.544s; 24 **Hamilton** 1m26.885s; 25 **Halstead** 1m27.244s; 26 **Powell** 1m31.552s.



GRID RACE 2
Decided by result of Race 1, with Morgan and Patterson given three-place grid penalties.

RACE 2 (17 LAPS – 37.842 MILES)
1 Hill 26m18.318s; 2 **Sutton** +1.773s; 3 **Ingram** +4.302s; 4 **Turkington** +7.796s; 5 **Cook** +8.731s; 6 **Cammish** +10.162s; 7 **Morgan** +11.679s; 8 **Lloyd** +12.610s; 9 **Collard** +13.726s; 10 **Butcher** +18.970s; 11 **Chilton** +19.239s; 12 **Watson** +19.671s; 13 **Doble** +20.445s; 14 **Patterson** +21.442s; 15 **Moffat** +21.836s; 16 **Pearson** +22.255s; 17 **Butel** +23.060s; 18 **Jelley** +24.041s; 19 **Taylor-Smith** +24.202s; 20 **Gamble** +28.711s; 21 **Rowbottom** +30.293s; 22 **Hamilton** +32.943s; 23 **Osborne** +35.443s; 24 **Halstead** +36.152s; R **Powell** 3 laps-upright/accident; R **Thompson** 3 laps-damage/upright; R **Edwards** 3 laps-suspension.
Winner's average speed 86.31mph. **Fastest lap** Hill 1m26.068s, 93.10mph.
All on soft tyres except Rowbottom and Osborne on hards.

GRID RACE 3
Decided by result of Race 2, with top seven reversed. Cook given three-place grid penalty so started sixth, behind Turkington, Ingram and Sutton.

RACE 3 (18 LAPS – 40.068 MILES)
1 Turkington 28m55.921s; 2 **Hill** +1.762s; 3 **Morgan** +4.305s; 4 **Ingram** +4.709s; 5 **Cammish** +6.176s; 6 **Moffat** +7.179s; 7 **Cook** +9.306s; 8 **Rowbottom** +9.512s; 9 **Collard** +11.786s; 10 **Butcher** +17.512s; 11 **Gamble** +19.322s; 12 **Chilton** +19.949s; 13 **Jelley** +20.749s; 14 **Osborne** +21.766s; 15 **Watson** +22.875s; 16 **Edwards** +25.203s; 17 **Pearson** +29.115s; 18 **Butel** +32.133s; 19 **Halstead** +33.189s; 20 **Patterson** +33.375s; 21 **Powell** +39.181s; 22 **Doble** +52.137s; 23 **Lloyd** -1 lap; 24 **Hamilton** -1 lap; R **Thompson** 17 laps-accident damage; R **Taylor-Smith** 14 laps-accident damage; R **Sutton** 0 laps-damaged suspension.
Winner's average speed 83.09mph. **Fastest lap** Hill 1m27.224s, 91.87mph.
All on hard tyres except Moffat, Edwards, Rowbottom, and Osborne (all on softs), plus Lloyd (wets) and Hamilton (wets, then hards).

CHAMPIONSHIP
1 Sutton 218; 2 **Ingram** 212; 3 **Hill** 192; 4 **Turkington** 183; 5 **Cammish** 160; 6 **Cook** 125; 7 **Morgan** 123; 8 **Rowbottom** 103; 9 **Butcher** 102; 10 **Collard** 90.

NEXT EVENT

CROFT 3 AUGUST ISSUE

Can Hill and Turkington keep up their momentum to take the title fight to Sutton and Ingram?

Palou takes his fast show on the Road

Points leader Alex Palou took his third IndyCar win of the season, after dominator Colton Herta's late fuel gamble fell short

CHARLES BRADLEY

PHOTOGRAPHY  motorsport
IMAGES

Apart from the Indianapolis 500, where he was taken out of the lead battle in a bizarre pitlane collision from which he rebounded from last to fourth, Chip Ganassi Racing star Alex Palou hasn't failed to win an IndyCar race since April.

The Spaniard won the Indy GP on the road course, then around the mean streets of Detroit, and now, following a McLaren F1 test at the Hungaroring, he was victorious again at America's finest natural terrain circuit, the four-mile leviathan that is Road America. And it was a very different challenge for everyone this year, because the Wisconsin venue had enjoyed its first repaving since 1995.

They did a fabulous job over the winter, but an unintended consequence of its super-grippy racing surface was that the kerbs and run-offs remained untouched. "It's like ice," reported Pato O'Ward. "It's very treacherous off-line."

This produced a track limits solution like no other, as Palou found to his cost in second practice. He'd just set the fastest time when he arrived at the final corner too quickly and plunged into the tyre wall. "A huge mistake," he admitted. "Crashed it very hard. It's a track that rewards aggressive driving and searching on the limit, the kind of track that drivers like."

After a frantic rebuild by Chip Ganassi Racing, which also had to re-tub team-mate Scott Dixon's car after a bizarre collision with Will Power in that same session, Palou was in the mix for pole position in a riveting Fast Six session.

He fell short by three tenths of a second and had to settle for third, as Colton Herta pipped O'Ward to pole by 0.1698 seconds. Herta escaped a wild spin on the exit of Turn 1 in Q2 on his way to his first pole since Toronto in July 2022. "I forgot what a media centre looked like, I've been qualifying so poorly," he quipped.

Herta led the pack to green at a slow pace and got a nice jump on O'Ward, who had Palou fill the space inside him at Turn 1. That caused the Mexican to hesitate ever so slightly, and Kyle Kirkwood

— who made the Fast Six before his Honda engine failed in Q2 — just clipped the back of his car. While O'Ward caught the slide, fighting a rearguard action that would lead to him elbowing Santino Ferrucci onto the grass on the back straight, Kirkwood spun his Andretti Autosport car and stalled.

Kirkwood rejoined last, and O'Ward was ordered to give up two spots, dropping him to ninth — a painful beginning after being so close to starting on pole. "We were a bit of a ping-pong ball in the start of the race, then got shuffled back even more," he rued.

Herta's Andretti car led Palou at the restart, from Ganassi's Marcus Armstrong (who went from eighth to third on the opening lap), Josef Newgarden (Penske), practice pacesetter Alexander Rossi (who admitted to a "chaotic" qualifying session for Arrow McLaren) and Christian Lundgaard (Rahal Letterman Lanigan Racing).

Indy GP poleman Lundgaard went on the offensive, passing Rossi for fifth and then attacking Newgarden. But the Indy 500 winner had wider elbows, and Lundgaard's efforts to go around the outside of him at Turn 5 quickly interfaced with the grassy run-off.

The early yellow meant we also had a split-strategy race, because

"It rewards aggressive driving and searching on the limit, the kind of track that drivers like"

some drivers had gleefully ditched the unloved red-walled alternate tyres for fresh primaries. Felix Rosenqvist led this charge for Arrow McLaren, until Rinus VeeKay pushed him off at Turn 3, which meant Scott Dixon, who could only qualify 23rd in his re-chassised machine, was now the vanguard.

The second caution sent the regular-strategy pack to the pitlane, after Romain Grosjean's painful weekend turned even more sour when he clipped the grass under braking at Turn 3 and spun into the gravel. Newgarden jumped Armstrong for third in the pits, the rookie Kiwi being released into Simon Pagenaud's path, which meant he had to give up another position to Rossi after the restart — which was delayed when Jack Harvey threw his RLL car into the gravel trap at the final corner.

At the resumption, Armstrong grabbed fourth back from Rossi at Turn 5 and O'Ward passed Lundgaard for sixth. More action occurred behind, as Marcus Ericsson (on another alternate strategy by running reds on his Ganassi car at this point) was barged aside by Ferrucci at Turn 5 and then whacked Pagenaud at Turn 6.

On lap 23, just before half distance, came a moment that could have changed it all: Palou was in the middle of a fuel-save run but misjudged his braking at Turn 5 and ran wide. Newgarden pounced, moving alongside at Turn 6, where he banged wheels with Palou and shoved him briefly off the track.





Palou lets rip. For his next trick he'll nearly jump on team boss Chip Ganassi (left)

"Completely my fault," said Palou of the initial error. "Then we touched. Obviously, he didn't give me enough room, but he already apologised. It was just he thought that there was enough room. It looks worse on TV than what it felt in the car. Coming from Josef, I know it was not on purpose."

The action continued thick and fast: Armstrong attacked Rossi but lost momentum when his move failed, so the opportunist O'Ward jumped ahead of him. "I had fun fighting my way through," he smiled. Another caution flew when David Malukas's Dale Coyne Racing car ground to a halt at Turn 8, just as Herta had extended a handy 1.5s lead. "We had the best car," said Herta. "We were just cruising all the time, I had so much more in it, but I never really got to show it."

The lead battle briefly turned on its head when Herta was delayed exiting his pitbox, so Palou just beat Newgarden out of the lane, with Herta rejoining in third. Bizarrely, Armstrong didn't pit, so he led the restart ahead of an also-off-sequence Power, with Palou next up. Newgarden got caught up with some lapped cars and tumbled back a few spots, putting Herta back on Palou's tail.

Herta took little time in stamping his authority by passing Palou at Turn 6 with 25 laps to go. Dixon was up to fifth at this point, hoping that those ahead on reds would hit a cliff on grip, but the leaders all made it to the final pitstop window without drama.



Dixon rose from 23rd on the grid to finish fourth

Crucially, Herta stopped a lap earlier than his opposition, with 15 tours to go. Around a four-mile circuit, although in range of the finish, that's quite a lot less fuel to play with.

And so it proved. Palou and co filed into the pits a lap later and, while Herta whistled past them and pulled away to a 1.2s lead, having used a huge chunk of his push-to-pass allocation on his out-lap to burn even more gas, it became obvious that his fuel saving requirement was way in excess of that required of his pursuers. »



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Palou chased Herta down, passing him with seven laps to go, while Newgarden, who beat O’Ward out of the pitlane, did likewise a lap later. O’Ward and Dixon would also pick off a hamstrung Herta before the chequered flag, which Palou saw 4.6s ahead of Newgarden.

“It’s a killer,” said Herta. “It does suck, it’s a top five at the end, which is nice points, but at the moment I couldn’t care less about it.”

Palou said of the pivotal final stint: “The first couple of laps that [Herta] did on the blacks, he was really, really fast. I didn’t know if I could catch him.

“But he had to save more fuel than us, because he pitted one lap early. We were just a little bit better on tyre deg as well. I was just trying to push him to use the push-to-pass, then overtake him. It worked.”

Apart from his practice crash, the only foot Palou put wrong was when he jumped from his car and almost landed on team boss Ganassi in Victory Lane. And while Chip gave him a hug after their unexpected interaction, his face had been expressionless earlier as Palou crossed the finish line. The smart money says that IndyCar’s standout driver is counting down the days with this fantastic team, despite a second championship in the offing with a 74-point lead.

Newgarden finished second, a relief given Penske’s travails on smoother race tracks, ahead of O’Ward, who contributed the most to 110 position changes in the top 10 alone, then Dixon (from 23rd in a rebuilt car), the inconsolable Herta, and Ericsson, who could have finished higher but for a fumbled final pitstop.

Scott McLaughlin, who had risen from 18th on the grid for Penske, and Kirkwood, who was up from last, drove unheralded stormers to finish eighth and ninth respectively, while Rossi rued a lack of straightline speed as he faded to 10th ahead of Graham Rahal, who drove in agony after popping a rib. 🍷



RESULTS ROUND 8/17, ROAD AMERICA (USA), 18 JUNE (55 LAPS – 220.770 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	1h50m04.6640s
2	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+4.5610s
3	Pato O’Ward (MEX)	Arrow McLaren / Dallara-Chevrolet	+6.7549s
4	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+6.9718s
5	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	+10.9328s
6	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+11.5208s
7	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+15.8835s
8	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+16.2822s
9	Kyle Kirkwood (USA)	Andretti Autosport / Dallara-Honda	+17.5480s
10	Alexander Rossi (USA)	Arrow McLaren / Dallara-Chevrolet	+19.6371s
11	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+21.4730s
12	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+22.1054s
13	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+25.6694s
14	Simon Pagenaud (FRA)	Meyer Shank Racing / Dallara-Honda	+31.4292s
15	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara-Honda	+33.6232s
16	Santino Ferrucci (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+34.3000s
17	Ryan Hunter-Reay (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+42.4660s
18	Callum Iltott (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	+42.9535s
19	Agustin Canapino (ARG)	Juncos Hollinger Racing / Dallara-Chevrolet	+44.8009s
20	Felix Rosenqvist (SWE)	Arrow McLaren / Dallara-Chevrolet	+49.0897s
21	Benjamin Pedersen (DNK)	AJ Foyt Enterprises / Dallara-Chevrolet	+51.9763s
22	Sting Ray Robb (USA)	Dale Coyne Racing with RWR / Dallara-Honda	+1m09.6654s
23	Devlin DeFrancesco (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	+1m23.6408s
24	Marcus Armstrong (NZL)	Chip Ganassi Racing / Dallara-Honda	-1 lap
25	Romain Grosjean (FRA)	Andretti Autosport / Dallara-Honda	-1 lap
26	Jack Harvey (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	-1 lap
27	David Malukas (USA)	Dale Coyne Racing with HMD / Dallara-Honda	24 laps-engine

Winner’s average speed 120.335mph. **Fastest lap** Power 1m42.8921s, 140.442mph.

Q3 1 Herta 1m40.1945s; 2 O’Ward 1m40.3643s; 3 Palou 1m40.4930s; 4 Newgarden 1m40.9530s; 5 Rossi 1m41.1854s; 6 Kirkwood no time.

Q2 Herta 1m40.5476s; Palou 1m40.5572s; Kirkwood 1m40.9322s; O’Ward 1m40.9393s; Newgarden 1m40.9716s; Rossi 1m40.9948s; 7 Lundgaard 1m41.0480s; 8 Armstrong 1m41.1737s; 9 Ericsson 1m41.2202s; 10 Pedersen 1m41.4989s; 11 Ferrucci 1m41.6314s; 12 DeFrancesco 1m41.8277s.

Q1 – GROUP 1 Herta 1m40.5881s; Pedersen 1m41.2255s; DeFrancesco 1m41.2443s; Newgarden 1m41.3132s; Kirkwood 1m41.4400s; Ferrucci 1m41.4723s; 13 Malukas 1m41.5204s; 15 van Kalmthout 1m41.7420s; 17 Iltott 1m41.8005s; 19 Grosjean 1m41.8529s;

21 Canapino 1m41.9247s; 23 Dixon 1m42.2745s; 25 Robb 1m42.6862s.

Q1 – GROUP 2 O’Ward 1m40.9158s; Lundgaard 1m41.0125s; Armstrong 1m41.0682s; Rossi 1m41.1788s; Ericsson 1m41.2830s; Palou 1m41.2868s; 14 Rahal 1m41.5121s; 16 Rosenqvist 1m41.5823s; 18 McLaughlin 1m41.7005s; 20 Pagenaud 1m41.7257s; 22 Power 1m41.9275s; 24 Harvey 1m41.9329s; 26 Castroneves 1m42.0399s; 27 Hunter-Reay 1m44.1738s.

CHAMPIONSHIP

1 Palou 324; **2** Ericsson 250; **3** Newgarden 243; **4** O’Ward 226; **5** Dixon 226; **6** McLaughlin 199; **7** Rossi 196; **8** Power 190; **9** Herta 183; **10** Kirkwood 164.

NEXT REPORT

MID-OHIO 6 JULY ISSUE

Ehrlacher
crucially beat
Girolami to the
first turn

Ehrlacher to the top as Lynk & Co prevails

TCR WORLD TOUR
HUNGARORING (HUN)
17-18 JUNE
ROUND 4/9

Pole position and victory in Hungary elevated Yann Ehrlacher to the top of the TCR World Tour standings at his main title rival Norbert Michelisz's home event at the Hungaroring. While the Cyan Racing Lynk & Co star was on form, the BRC Squadra Corse Hyundai ace endured a tough weekend, dropping from a comfortable lead to a shaky second place in the points.

Ehrlacher claimed pole position by just over 0.1 seconds ahead of Nestor Girolami's ALM Motorsport Honda, with the Civic driver seemingly the only real threat on race day to Ehrlacher's 03 TCR, the Frenchman aiming to capitalise while running with no success ballast for this round.

At the start of the first race, Ehrlacher moved aggressively across to the inside to cover off Girolami, forcing the Argentinian to switch to the outside for Turn 1. But this left him vulnerable to attack from Ehrlacher's team-mate Ma Qing Hua, with the Chinese squeezing past at Turn 3. Girolami clearly had more pace than Ma, lined up a move at the Turn 15 hairpin a lap later and made his way down the inside. The Hyundai of Mikel Azcona followed him through to go around the outside of Ma at the final corner and moved up to third.

The race then settled down at the front, with Girolami unable to close down on the leader. Ehrlacher won the race by two seconds from Girolami, with Azcona third.

Pole position for the partially reversed-

grid second race went to the privateer Target Competition Hyundai of Dusan Borkovic, but the Serb didn't cover off the inside like Ehrlacher had and he was immediately passed by the fast-starting Lynk & Co of Thed Bjork into Turn 1.

Bjork's team-mate Santiago Urrutia then hit Borkovic at the exit of the corner, turning him around and into Michelisz, with the two Hyundai Elantras spinning across the circuit. The Audi of Viktor Davidovski took avoiding action but slammed into the barriers, suffering terminal damage and coming to a stop in the middle of the track. All this allowed the Comtoy Racing Audi of Frederic Vervisch up to second, with Urrutia third. He had clipped Azcona at the next corner before the safety car was called for Davidovski's Audi to be recovered.

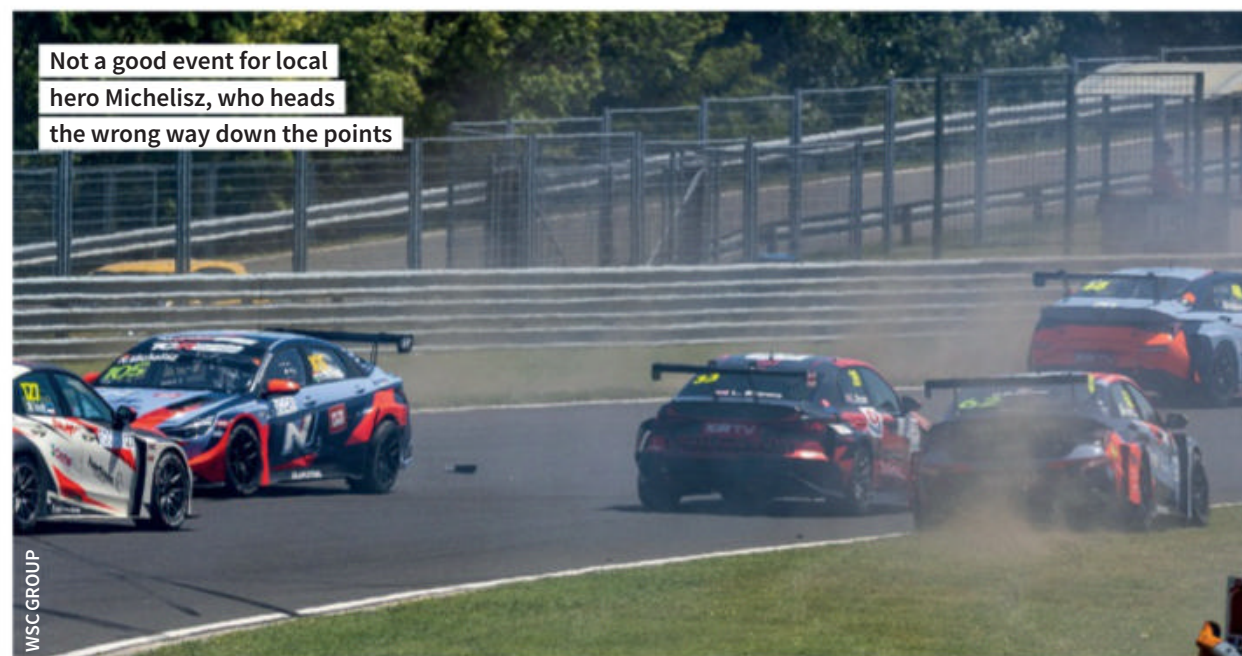
Rob Huff had avoided all the carnage, and his Audi was up to fifth from 12th before the

restart. The Briton, winner of the reversed-grid race at Vallelunga last time out, was flying when the green flag waved, passing Azcona for fourth at Turn 2 before going around the outside of Urrutia for third at Turn 3. Huff's team-mate Vervisch, carrying an additional 30kg of ballast, allowed him through before the end of the lap, but from there Huff could only maintain the gap to Bjork, with the 2017 World Touring Car champion going on to take his first win in almost three years.

Vervisch finished third, while Urrutia was handed two penalties for the incidents at the start, dropping him to 18th.

Ehrlacher has now built a 16-point lead over Michelisz as the series takes its summer break, before pairing up with TCR South America for events in Uruguay and Argentina in August.

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**FORMULA REGIONAL EUROPEAN
HUNGARORING (HUN)
17-18 JUNE
ROUND 3/10**

Between plenty of safety car interruptions, the star of the Formula Regional European Championship by Alpine in Hungary was R-ace GP pilot Martinus Stenshorne. The 17-year-old Norwegian, a Nicolas Todt protege who raced for Charles Leclerc's and Nico Rosberg's karting teams, left it as late as possible to set his lap for pole on Saturday. He did the same to top his qualifying group on Sunday, but missed pole because the other group's pacesetter, Josh Dufek, was faster. Stenshorne rose from fourth to first in



Stenshorne leads the way ahead of Ramos

BROEKEMA/DUTCH PHOTOAGENCY

the championship with victory in Saturday's race, helped by Prema's Mercedes Formula 1 junior Andrea Kimi Antonelli being hampered by a gear selection issue. Antonelli had passed Stenshorne on lap one, handled an early safety car restart, and was a second clear when he got stuck in fourth gear twice in a lap. Stenshorne assumed the lead to pick up his second series win. Kas Haverkort (Van Amersfoort Racing) finished second, and Santiago Ramos resisted Michael Belov for third, with Antonelli fifth.

Stenshorne took the lead off the line in the second race, and handled four safety car restarts and attacks from the Prema Racing car of Lorenzo Fluxa to win. Maceo Capietto emulated Race Performance Motorsport team-mate Ramos with a third, with Dufek fourth. Antonelli returned to second in the standings by finishing sixth. Pre-event points leader Tim Tramnitz had a tough event. He finished eighth on Saturday, and was spun by Haverkort on Sunday. **IDA WOOD**

WEEKEND WINNERS

**TCR WORLD TOUR
HUNGARORING (HUN)**

- Race 1** Yann Ehrlacher
Cyan Racing (Lynk & Co 03 FL TCR)
Race 2 Thed Bjork
Cyan Racing (Lynk & Co 03 FL TCR)

**FORMULA REGIONAL EUROPEAN
HUNGARORING (HUN)**
Races 1 & 2 Martinus Stenshorne
R-ace GP

**SUPER FORMULA
SUGO (JPN)**
Ritomo Miyata
TOM'S (Dallara-Toyota)

- EUROFORMULA OPEN
HUNGARORING (HUN)**
Race 1 Noel Leon
Motopark (Dallara-Spiess)
Race 2 Bryce Aron
Motopark (Dallara-Spiess)
Race 3 Josh Mason
CryptoTower Racing (Dallara-Spiess)

- INTERNATIONAL GT OPEN
HUNGARORING (HUN)**
Race 1 Fabian Schiller/Al Faisal Al Zubair
GetSpeed (Mercedes-AMG GT3 Evo)
Race 2 Pierre-Louis Chovet/Maximilian Paul
Oregon Team (Lamborghini Huracan GT3 Evo2)



Miyata blitzes it from Nojiri

**SUPER FORMULA
SUGO (JPN)
18 JUNE
ROUND 4/7**

Ritomo Miyata vaulted into the championship lead with an imperious victory at Sugo as the season entered its second half. Fresh from being announced as Toyota's latest World Endurance Championship protege, Miyata put on a clinic at the wheel of his TOM'S machine to win by a massive 22-second margin ahead of reigning champion Tomoki Nojiri. Key to Miyata's success, besides terrifying pace that nobody else could match for the vast majority of the race, was pit strategy around the notoriously narrow Sugo track. He started second behind Toshiki Oyu, and managed to get the jump on the TGM Grand Prix driver at the start of lap 13 of 51. Instead of making use of his clean air out front, he elected to perform his mandatory stop on lap 17. That was in response to early-stopping Team Mugen driver Nojiri, who was back in action after a collapsed lung sidelined him from Autopolis. Oyu dropped out of the running with a trip through the gravel at Turn 1, suffering from a damaged floor owing to an overly soft set-up on the Sugo bumps, and that left Sho Tsuboi and Liam Lawson as the leading drivers on the 'long' strategy. But blessed with clean air, Miyata closed on the leaders at a rate of more than a second per lap. When Tsuboi and Lawson finally pitted



YASUSHI SHIHARA

on laps 35 and 41 respectively, he had a clear path to victory ahead of two Honda-powered drivers: Nojiri and another early stopper, Dandelion Racing's Tadasuke Makino. Lawson's pace improved markedly once clear of Tsuboi, but the strength of the undercut left his Mugen machine in seventh when he finally pitted. On fresh tyres, the Red Bull junior was able to climb to fifth, but fell just short of overhauling Kazuya Oshima for fourth. Tsuboi was left a frustrated seventh behind Kamui Kobayashi. Miyata leads the championship by 12 points from Lawson with four races to go. **JAMIE KLEIN**

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AUSTRALIAN SUPERCARS
HIDDEN VALLEY (AUS)
17-18 JUNE
ROUND 5/12

There were some surprise winners at the Darwin Triple Crown on a weekend when the parity debate hit new heights in Supercars. The event kicked off with what looked to be a potential first on-the-road win for the Gen3 Ford Mustang as Tickford Racing driver Cam Waters stormed to pole and then led the opening laps of Saturday's first sprint race, but he only made it through three laps until his car burst into flames on the exit of Turn 1. The paddock was rocked by fears it was a repeat of the engine fires that plagued the Albert Park round, but it proved to be a fuel leak from a loose connector. The Waters fire opened the door for Mark Winterbottom to return to the winners' circle, the veteran netting his first victory since 2016, and first podium since 2018,



ahead of Broc Feeney and Will Davison. It was also the first win in Supercars for the Charlie Schwerkolt-owned Team 18. Davison's Saturday podium proved to be the only top three for a Ford driver, with Chevrolets dominating Sunday's two races. The first went to Feeney ahead of Shane van Gisbergen and Andre Heimgartner, as Camaros filled the first nine places. The second Sunday win was a second career victory for Jack Le Brocq, and first for Matt Stone Racing, with Heimgartner second, Feeney third and Camaros finishing in

the top five spots on the road. The Chevrolet whitewash led to a crisis meeting between Ford team bosses on Sunday evening, with engine performance and aero now considered pillars of disparity between the two makes of car. As for the championship, it was the toughest weekend of the season for the in-form Erebus team. Race three was particularly difficult for series leader Brodie Kostecki, early contact leaving him dead last and his points lead slashed 87 to just 59. **ANDREW VAN LEEUWEN**



Champion is a bat out of Hell

WORLD RALLYCROSS
HELL (NOR)
18 JUNE
ROUND 2/8

Johan Kristoffersson was in a class of his own in Norway as he led the way in all four heats and his semi-final, before topping the podium for the 37th time in his World Rallycross career. With his second maximum score out of two, the five-time world champion has extended his series lead to 13 points at the wheel of the Volkswagen run by his family team. Niclas Gronholm, driving a PWR, moved up to second in the table thanks to winning out in a tense battle for the runner-up spot against the Munnich

Motorsport SEAT of two-time DTM champion Timo Scheider. At the other end of the scale, it was a day of frustration for Kristoffersson's team-mate Ole Christian Veiby, who was fifth in the final but was disqualified an hour after the chequered flag thanks to his car failing the weight checks. Veiby had also been excluded from his fourth heat after colliding with Timmy Hansen. The damage forced Hansen to sit out the remainder of WRX's 100th round and resulted in an angry confrontation between the two drivers. Veiby's disqualification in the final promoted Sebastian Loeb's Lancia to fifth, one place behind Klara Andersson. **SAM HALL**

WEEKEND WINNERS

- AUSTRALIAN SUPERCARS**
HIDDEN VALLEY (AUS)
Race 1 Mark Winterbottom
Team 18 (Chevrolet Camaro)
Race 2 Broc Feeney
Triple Eight (Chevrolet Camaro)
Race 3 Jack Le Brocq
Matt Stone Racing (Chevrolet Camaro)

WORLD RALLYCROSS
HELL (NOR)
Johan Kristoffersson
Kristoffersson Motorsport (VW Polo RX1e)

INDY NXT
ROAD AMERICA (USA)
Nolan Siegel
HMD Motorsports

NLS
NURBURGRING (DEU)
Christian Krognes/Kuba Giermaziak
Walkenhorst Motorsport (BMW M4 GT3)

BRAZILIAN STOCK CARS
CASCAVEL (BRA)
Race 1 Daniel Serra
Eurofarma RC (Chevrolet Cruze)
Race 2 Eduardo Barrichello
Full Time Sports (Toyota Corolla)

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Martin and Bagnaia led a Ducati clean-sweep at the Sachsenring after a close duel for victory

Martin stakes his claim as Ducati runs rampant

MOTOGP
SACHSENRING (DEU)
18 JUNE
ROUND 7/20

Since Casey Stoner’s 2008 victory at the Sachsenring, it seemed inconceivable for a long time that Ducati would ever be considered the dominant bike at the German Grand Prix. And yet, in 2023, it scored its first ever top-five lockout after Jorge Martin beat Francesco Bagnaia by 0.064 seconds in the main race last Sunday, and Johann Zarco, Marco Bezzecchi and Luca Marini slotted in behind.

The 2023 German GP weekend was a testament to the advances Ducati has made in MotoGP and highlighted exactly how much of a juggernaut it has become. A week on from his second sprint/GP double of the season in Italy, reigning world champion Bagnaia had to give way to Pramac Ducati counterpart Martin.

The Spaniard has been consistent since last month’s French GP, when he won the sprint and scored a podium in the grand prix. In Mugello, he added another two rostrums to his haul. But for all of his speed, his title credentials needed to be validated by a GP victory. Prior to last weekend, he had gone without one of those since the 2021 Styrian GP, when he was a rookie.

While his sprint victory in Germany was a straightforward affair – he took the lead on lap four and opened up a gap of 2.5s – the grand prix was a much bigger test.

Bagnaia had taken a step forward with bike set-up for the Sunday, gaining the rear-end support he was missing in the sprint.

After taking the lead on lap one, Bagnaia was raided by Martin on lap three of 30. But Bagnaia remained in striking distance, the works Ducati rider making a play on lap 21 on the brakes into Turn 12. Martin responded three tours later.

Martin still couldn’t escape, and at the final corner on the penultimate lap Bagnaia touched the rear of his Pramac Ducati. Disaster was averted, but it proved crucial for Martin as Bagnaia lost momentum. The world champion tried to snatch victory away at the final corner, swinging a slightly wider entry as Martin ran defensively. It allowed him a good run up the hill to the chequered flag, but 0.064s too late. Martin, “emotional” after his form struggles in 2022 led to him being overlooked for a factory

team Ducati ride, had made his point. Now 16 points behind Bagnaia, he can be considered a genuine title threat.

Zarco on the sister Pramac bike completed the podium, but a 51-point deficit needs to be eroded somewhat before he can be factored into the championship picture. Although a better result than his sprint, fourth for VR46’s Bezzecchi has dropped him to third in the points.

KTM’s Jack Miller was the only non-Ducati rider inside the top nine in the GP, slipping to sixth after a brief 11 corners in the lead on lap one. Behind the Australian finished more Ducati aces in the forms of Alex Marquez, Enea Bastianini and Fabio Di Giannantonio.

What was more striking about Ducati’s domination in Germany was the absence from the equation of the rider who seems almost destined for Sachsenring victory





Marc Marquez fell one too many times from his recalcitrant Honda



First non-Ducati was KTM's Jack Miller

every year. Marc Marquez had won the German GP every year he has contested it in MotoGP, and every season since the 125cc event in 2010. Times have been tough at Honda in 2023, but they were hard two years ago when he won with one functioning arm. Yet last weekend's German GP didn't even feature the eight-time world champion.

After crashing four times ahead of the sprint, Marquez rode conservatively in the half-distance race and was a miserable 11th. A fifth crash in warm-up on Sunday left him with a fractured thumb and a broken spirit. He withdrew from the GP an hour before the start. Only one Honda, the LCR machine of Takaaki Nakagami, took part in the race, and the Japanese placed 14th.

Marquez said in Italy earlier this month that staying with Honda is his 'Plan A', despite what has gone on so far in 2023, while in Germany he said that signing a four-year contract with the marque in 2020 was not – and still isn't – a mistake. But the fact that he couldn't even be competitive at the Sachsenring of all places on this year's Honda shows how bad the bike truly is. And perhaps it will herald the beginning of the end of a partnership that once proved unbeatable in MotoGP.

LEWIS DUNCAN

NEXT REPORT

DUTCH TT 29 JUNE ISSUE

RESULTS ROUND 7/20, SACHSENRING (DEU), 18 JUNE (30 LAPS – 68.432 MILES)

POS	RIDER	TEAM	TIME
1	Jorge Martin (ESP)	Pramac Ducati	40m52.449s
2	Francesco Bagnaia (ITA)	Ducati	+0.064s
3	Johann Zarco (FRA)	Pramac Ducati	+7.013s
4	Marco Bezzecchi (ITA)	VR46 Ducati	+8.430s
5	Luca Marini (ITA)	VR46 Ducati	+11.679s
6	Jack Miller (AUS)	KTM	+11.904s
7	Alex Marquez (ESP)	Gresini Ducati	+14.040s
8	Enea Bastianini (ITA)	Ducati	+14.859s
9	Fabio Di Giannantonio (ITA)	Gresini Ducati	+17.061s
10	Miguel Oliveira (PRT)	RNF Aprilia	+19.648s
11	Augusto Fernandez (ESP)	GasGas Tech 3 KTM	+19.997s
12	Franco Morbidelli (ITA)	Yamaha	+22.949s
13	Fabio Quartararo (FRA)	Yamaha	+25.117s
14	Takaaki Nakagami (JPN)	LCR Honda	+25.327s
15	Raul Fernandez (ESP)	RNF Aprilia	+25.503s
16	Aleix Espargaro (ESP)	Aprilia	+28.543s
17	Jonas Folger (DEU)	GasGas Tech 3 KTM	+48.962s
R	Brad Binder (ZAF)	KTM	18 laps-accident
R	Maverick Vinales (ESP)	Aprilia	8 laps-engine
NS	Marc Marquez (ESP)	Honda	accident/injury

Winner's average speed 100.452mph. **Fastest lap** Zarco 1m21.225s, 101.099mph.

QUALIFYING 2 1 Bagnaia 1m21.409s; 2 Marini 1m21.487s; 3 Miller 1m21.492s; 4 Zarco 1m21.765s; 5 Bezzecchi 1m21.936s; 6 Martin 1m21.995s; 7 M Marquez 1m22.013s; 8 A Marquez 1m22.044s; 9 Binder 1m22.047s; 10 Espargaro 1m22.222s; 11 Bastianini 1m22.239s; 12 Quartararo 1m22.421s.

QUALIFYING 1 Binder 1m24.655s; M Marquez 1m25.681s; 13 Vinales 1m27.269s; 14 Di Giannantonio 1m27.692s; 15 A Fernandez 1m27.734s; 16 Oliveira 1m27.882s; 17 Morbidelli 1m27.908s; 18 Nakagami 1m28.404s; 19 R Fernandez 1m29.119s; 20 Folger 1m29.712s.

SPRINT RACE (15 LAPS – 34.216 MILES)

1 Martin 20m21.871s; 2 Bagnaia +2.468s; 3 Miller +3.287s; 4 Marini +5.487s; 5 Zarco +5.538s; 6 Binder +6.289s; 7 Bezzecchi +6.956s; 8 A Marquez +9.261s; 9 Espargaro +9.691s; 10 Bastianini +9.715s; 11 M Marquez +10.828s; 12 Di Giannantonio +10.905s; 13 Quartararo +11.366s; 14 A Fernandez +12.593s; 15 Morbidelli +12.905s; 16 Oliveira +13.837s; 17 Nakagami +14.505s; 18 R Fernandez +28.959s; R Vinales 11 laps-crash; R Folger 6 laps.

Winner's average speed 100.810mph. **Fastest lap** Martin 1m20.886s, 101.523mph.

RIDERS' CHAMPIONSHIP 1 Bagnaia 160; 2 Martin 144; 3 Bezzecchi 126; 4 Zarco 109; 5 Binder 96; 6 Marini 89; 7 Miller 79; 8 Quartararo 57; 9 Espargaro 55; 10 Vinales 53.

CONSTRUCTORS' CHAMPIONSHIP 1 Ducati 248; 2 KTM 135; 3 Aprilia 99; 4 Honda 81; 5 Yamaha 68.



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GB3 Dunne at the top as title battle hots up

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CLUB RACING • HISTORICS • FEATURES

Ferguson holds firm in British GT nail-biter

Top four separated by less than a second
in stunning Snetterton race two



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ARE **HILLCLIMB** STARS



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The Mustang has gone from a rusty chassis to endurance rally machine



WILL BROADHEAD

Prodrive develops special rally Mustang

HERO-ERA

A special Ford Mustang that Prodrive has spent the past year converting to tackle gruelling safari rallies has been unveiled.

The Historic Endurance Rallying Organisation-Endurance Rally Association commissioned Prodrive's Legends team with the task of transforming the rusting 1967 Mustang Fastback so it can compete on marathon events such as the 37-day, 8700-mile Peking to Paris Motor Challenge.

Numerous modifications have been made to the Mustang to ready it for the demands of long-distance rallying. It has been fitted with a 5.4-litre Dart Ford 302 V8 engine that is designed to run at high revs for long periods, while the five-speed

Tremec TKX gearbox has also been chosen with durability in mind. Dakar-style underbody protection has been added, and a fuel tank with sufficient capacity for 400 miles has been integrated.

"I am blown away by the car, I am so happy with the result – although it nearly didn't happen!" said HERO-ERA chairman Tomas de Vargas Machuca. "I originally asked David Richards to see if Prodrive could do anything with our old Mustang. At first he wasn't sure as it was a bit of a departure, but then thankfully he came with a positive reply.

"That was 15 months ago. Since then Prodrive's enthusiasm, experience and skill have transformed a 'basket case' into a historic motoring masterpiece, ready to take on the best in the desert and be the flagship vehicle on our Arrive Drive fleet."

Richards added: "The collaboration between Prodrive and HERO-ERA has resulted in a unique classic rally car specifically designed for the rigours of long-distance events. I'm very confident that Tomas and his team at HERO-ERA will enjoy the Mustang as much as we have enjoyed working on the project."

The first major test for the Mustang, designated HERO-ERA 1, will be the Badawi Trail in the Middle East in October. The 16-day event crosses Saudi Arabia, Oman and the UAE and comprises over 4500 miles of rallying.

The 5.4-litre engine has been carefully chosen



WILL BROADHEAD

TITLE-WINNING LYNCAR 005 BACK IN ACTION

HISTORICS

Lyncar 005, in which British-based New Zealander John Nicholson won the 1973 BP and 1974 John Player Formula Atlantic titles, returned to racing at last weekend's Thruxton Historic event after 10 years lying dormant.

The 005, engine builder Nicholson's frontline car from the middle of 1973 when it superseded 003, won the British Grand Prix support race at Silverstone that year. He also won contests at Mallory Park, Oulton and Snetterton.

Owner Peter Venn has a long history with the Lyncar marque – founded by former March men Martin Slater and Graham Coaker – but had not raced one since 1984, when he campaigned 001 in Monoposto.

"We've worked flat-out for the past two weeks just trying to get it here," said Venn (below), whose acclimatisation was hobbled by a misfire, traced to a broken ignition wire and split carburettor float, and gearing issues. "Getting it running properly took all our time, so we had no opportunity to set it up during the weekend. The Tim Swadkin-built BDA engine felt good, though, so I look forward to exploring its potential."

Venn has also acquired the monocoque of 007 in a tranche of parts bought from his ex-wife Sally, who subsequently married Slater. "Even though we had problems with 005, Sunday was very special because our two daughters came to Thruxton [on Father's Day] to watch their dad race a car designed and built by their stepdad," he added.

MARCUS PYE



STEVE JONES

CREES LOSES GT PODIUM AFTER EVANS 'OUTBURST'

BRITISH GT

Michael Crees was stripped of second place in the GT4 class of the British GT Championship at Snetterton last weekend after he and rival Erik Evans were disqualified from the entire event due to "verbal outbursts" against each other.

The ex-British Touring Car driver is competing in his first season of British GT alongside Tom Holland, and in the first race at Snetterton they completed a 1-2 for the Raceway Motorsport Ginetta G56 squad.

After finishing last of the classified runners in the second race, Crees confronted Academy Motorsport Ford driver Evans in the paddock following contact on track. The matter was brought to the officials, who found Crees and Evans to be in violation of Motorsport UK's Race with Respect code of conduct.

Six penalty points were applied to each driver's licence and their entries disqualified from qualifying and both races at Snetterton. As well as costing Crees and Holland their podium, Evans and co-driver Matt Cowley lost eighth from the opener.

STEFAN MACKLEY



Edgerton exits Carrera Cup GB, while Burton joins Benelux grid

PORSCHE CARRERA CUP GB

Theo Edgerton has become the second Porsche Carrera Cup GB frontrunner to end their campaign, while fellow departee Gus Burton has joined Richardson Racing for this weekend's Benelux round.

Edgerton (above) finished fifth in last year's standings with JTR, after winning the Porsche Sprint Challenge GB title in 2021. He switched to Redline Racing for 2023 but scored only six points from the opening two events and elected not to race at Thruxton after picking up a qualifying penalty. He was not in action at Oulton Park last weekend either.

"Things didn't go our way so we decided to call it a day," said Edgerton. "We had a really strong pre-season and just had

some unfortunate results. Sometimes things aren't going your way and you need to step back and have a think about it."

Burton, meanwhile, also endured a frustrating start to his Carrera Cup GB title bid and elected to concentrate on his Porsche Supercup programme. With that in mind, he has joined Richardson for the Zandvoort Benelux event ahead of the Supercup visiting the circuit in August.

"I've seen how strong Richardson Racing is, and they've done a fantastic job this season," said Burton. "I'm not just planning to make up the numbers."

GB points leader Adam Smalley will also be in action at Zandvoort as he again joins the Carrera Cup Germany grid with Proton Competition.

STEPHEN LICKORISH

McMullan in National FF1600 comeback

NATIONAL FF1600

Former National Formula Ford champion Jonny McMullan returned to the championship at Donington Park last weekend following an eight-year layoff.

The 31-year-old from Belfast appeared in a B-M Racing Medina Sport BH23 and managed a best result of fifth in the third of three races. It was his first time in a car since competing in the

2021 Walter Hayes Trophy.

"Testing went well on Friday until I launched over a kerb in the final session, which maybe left the engine and gearbox not running perfectly in line," he said. "I think, going forwards, we're not a million miles away."

"Other commitments mean I can only do four of five meetings but the big target is the Festival. I was runner-up in 2014 after starting the final from pole



The 2015 National champion is planning a Festival attempt

so it's one I want to tick off."

Jamie Sharp, the 2021 Festival winner, also had his first appearance of the season in a B-M Medina at Donington, managing a

second and third place. "At the moment I've got two more outings planned, both at Brands Hatch, in preparation for the Festival," he said.

CARL MCKELLAR



BRITISH F4 CELEBRATES 250TH RACE

The class of British Formula 4 2023 celebrated the category’s 250th race in last weekend’s Oulton Park finale, with James Higgins having the honour of winning the milestone contest. Since what was British Formula Ford became an FIA F4 category in 2015, when it was originally called MSA Formula, 142 drivers have competed in the series and 99 of these have taken at least one podium. Sonny Smith became the 69th different winner with his victory in the second Cheshire contest. **Photograph by JEP/Motorsport Images**

F1 Esports champion Blakeley makes last-minute GB4 debut

GB4

Formula 1 Esports champion Lucas Blakeley made an unexpected GB4 debut at Snetterton last weekend. Blakeley, who made a couple of Formula Ford 1600 outings for Kevin Mills Racing in April, took part in pre-event GB4 testing with the team, and his performance earned him a last-minute call-up to race. The opportunity came about after Jeremy Fairbairn and KMR parted ways following a difficult start to the season, with the American switching to Graham Brunton Racing. Despite no prior slicks-and-wings experience, Blakeley qualified fourth on his debut. “We could already see on Thursday he was getting up to speed,” said team owner Kevin Mills. “On Friday we thought we’ve

got to see if we can make this happen for the rest of the weekend. And to qualify fourth was amazing.” The 21-year-old’s inexperience caught up with him in the races. He made a slow start in the opener before spinning in avoidance of another car, and lost ground early on from fifth in race two while struggling to get temperature into his tyres. He scored a best result of seventh in the final contest. “It’s been a great experience,” said Blakeley, who has no plans in place for further GB4 races. “Qualifying was very strong. The races didn’t work out the way I needed them to, but I’m still enormously proud of what we’ve done as a team. Without them I wouldn’t have had an opportunity to race in the first place.”

STEVE WHITFIELD



IN THE HEADLINES

MORE NASCAR AT BRANDS

MotorSport Vision and NASCAR Euro Series organiser Team FJ have confirmed that Brands Hatch will remain the UK’s home of NASCAR until at least 2028. Brands Hatch first hosted the series in 2011, and it began headlining the American SpeedFest event two years later.

NASTY CORVETTE CRASH

Triple TVR Challenge champion Tim Davis and Amanda Hennessy were fortunate to emerge unscathed from a frightening crash during the second Corvette Anniversary race at Brands Hatch last Sunday. While attempting to avoid the spinning Corvette C3 of Patrick Doyle along the Cooper Straight, Hennessy’s 1968 car was hit hard from behind by Davis’s 1969 C3, causing extensive damage to both. A fire also ignited in Davis’s car in the aftermath, and it was put out by Davis before the race was stopped.

JONES FINALLY GETS WINGS

Forty years after he won the Champion of Brands Formula Ford 1600 title – for which series sponsor John Player’s F1 test drive did not materialise – Welsh ace Karl Jones finally made his slicks-and-wings debut at Thruxton on Saturday, in John Harrison’s 50-year-old F3 Ensign. He took a best result of 15th.

PARK’S CLUBSPORT WOE

Anthony Park suffered a suspected fractured right foot in a Clubsport Trophy crash last Sunday at Donington Park. Park’s Audi TT crunched into the barriers at Starkeys Bridge as he avoided the spinning Tom Stanway’s BMW 328i, which had been collected by Phiroze Bilimoria’s VW Scirocco. “The BMW was out of control,” said Park. “I’ve gone into a wall at close to 100mph and the car and engine are totalled.” Stanway received a 10-place grid drop for his next race and apologised for his part in the shunt.

DAVIES TO JOIN HSCC GRID

Tony Davies will join the Historic Sports Car Club’s Historic Modsports and Special Saloons category for the first time this weekend at Donington. Davies will pilot his Special Saloon/Thundersaloon Transpeed Vauxhall Firenza after the damage sustained to its Blydenstein engine at Silverstone in March was not as serious as first feared. It will be his first outing at Donington since 1991.

DUTTON HOLDS ON FOR WILLIAMS TROPHY VICTORY

VS

Tim Dutton held on to win the Williams Trophy race for pre-1935 grand prix cars as the Vintage Sports-Car Club held its second race meeting of the year at Cadwell Park.

At the wheel of his Bugatti Type 51 (below), Dutton managed to win the eight-lap contest but was shadowed throughout by the Alfa Romeo 8C Monza of Chris Mann and polesitter Edward Williams in his Frazer Nash TT, all three covered by just two seconds.

The closest winning margin from across the 10 races at Sunday's meeting came in the Fast Handicap race for pre-war cars, which was won by James Potter at the wheel of his Riley Brooklands with Charles Goldspink (Frazer Nash) less than 1s in arrears. In the Slow Handicap encounter, James Miles won more comfortably in his Austin 7.

Patrick Blakeney-Edwards (Frazer Nash Super Sports) and Robert Moore (GN Special) won the fast and slow Frazer Nash/GN races respectively, Moore by just over 2s from Mark Walker's GN Thunderbug.



MICK WALKER



Rain thwarts Summers double as Menzies comes out on top

BRITISH HILLCLIMB

Alex Summers and Wallace Menzies shared the honours in the British Hillclimb Championship as competitors took on the daunting Doune hill in Scotland.

Summers got to within a whisker of his own year-old hill record on Sunday with a feisty climb of 34.29s in the DJ Firestorm. Scott Moran ran him close, just 0.08 seconds adrift, while Menzies had a moment in the Esses and stopped the clock third on 34.99s.

Summers could have done a Scottish double had the weather not intervened in the closing stages of Saturday's top 12 run-off. As the day's fastest qualifier, Summers ran last of the 12. By the time he took to

the hill, the light rain that had arrived was heavier and his run was wrecked.

Menzies had run four cars earlier and took full advantage with a stirring performance to take victory in 36.43s. Almost as soon as Menzies was done, the rain came stronger and Moran and David Warburton both suffered, although not quite as much as Summers.

Instead, it was Sean Gould and Stuart Sugden, in the best of the 1600cc cars, who rounded out the Saturday podium, while Matthew Ryder bagged a brace of fourths and Will Hall was twice in the top six.

The results keep Menzies clear at the head of the championship table by 26 points heading to Harewood on 2 July.

PAUL LAWRENCE

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Holding drivers to account

For better or worse, behavioural warning points are starting to have an impact on the British GT battle

STEFAN MACKLEY

Without doubt one of the biggest appeals of endurance racing is the multi-class format that it provides, allowing cars and drivers of different performance and abilities to take to the track at the same time. It means that simply being the fastest is not enough to guarantee a crew victory, as traffic management and strategy all become more significant factors in reaching the top step of the podium than in other racing disciplines. British GT is no different, and the dynamic of the faster GT3 cars trying to find a way past the comparatively slower GT4s has provided lots of action this year.

Most recently at Snetterton, John Ferguson's audacious move on Ian Loggie into Murrys as they approached GT4 traffic was the epitome of endurance racing, and ultimately set the RAM Racing driver on course for victory. But, while the multi-class racing has provided plenty of spectacle, it's also produced several incidents this season and it was no different last weekend.

Championship leader James Cottingham was found at fault for a collision between his 2 Seas Mercedes-AMG and Freddie Tomlinson's Raceway Ginetta G56 in the second practice session at the Agostini hairpin. After unsuccessfully appealing the decision, Cottingham was handed a third behavioural warning point which, combined with the two he'd collected in the Silverstone race, meant that he received a five-place grid

“At the end of the day, it's up to the faster car to make the pass safely and cleanly”

penalty for the opening Snetterton contest.

Cottingham lost his well-earned pole position, and it led him to question the respect between drivers in the two classes. “I think it's a deep-rooted set of circumstances this season,” says Cottingham, who still leads the GT3 standings alongside co-driver Jonny Adam after Snetterton. “The GT4 drivers feel like the GT3 drivers are not respecting them, and the GT3 drivers feel like the GT4 drivers are not respecting them. Everyone just needs to take a step back. It's a two-way street and I think everyone needs to respect each other.”

Cottingham wasn't the only GT3 driver to be slapped with a penalty for a collision in practice, with Andrey Borodin handed two behavioural warning points after collecting the DTO McLaren Artura of Aston Millar/Josh Rowledge in FP1 at the Wilson hairpin. Tomlinson's team-mate Stuart Middleton has driven in both the

GT3 and GT4 categories and can understand the frustration of the faster drivers when coming up behind slower traffic.

“I have been on both sides of the fence – I'm currently racing Italian GT3 and it's exactly the same story,” he says. “At the end of the day, it's up to the faster car to make the pass safely and cleanly. If there's not a gap, you have got to play it safe. I totally get the frustrations of the GT3s but it's just the way the racing is and has been. It's about placing the car in a good position. You have got to really play with the traffic a lot more when you're in a battle.”

The 2017 British GT4 champion adds that “I think people are testing the waters and trying to see who's going to give way”, and it was noticeable that at Snetterton the more serious clashes between GT3 and GT4 cars occurred in practice. Drivers in the race are aware that it falls to the faster GT3 machines to make a move safely and, while the same principle applies in practice, drivers coming out of the pits or slowing down to find a gap on track only serve to create more chances of an incident.

While collisions between GT3 and GT4 cars are perhaps more likely due to the speed differences, it's certainly not to say that the driving standards within each class haven't come under scrutiny this term.

Alex West was handed two more behavioural warning points – a separate penalty system to licence points operated in British GT and one that showcases how organisers take such matters seriously – for a collision with Lucky Khera in the opening race at the Wilson hairpin. It took his season total to eight and meant the Garage 59 McLaren was handed a 10-place grid penalty, which would have denied team-mate Marvin Kirchhoefer – like Cottingham – pole position. In the end, the team decided to withdraw from the event.

There's no denying that it's noticeable how more stringent the officials have been with driving standards this year and, while it could be debated just how strict these penalties should be – given none of the incidents have been deliberate – one thing that cannot be tolerated is abuse of any kind, even among the drivers themselves. The officials therefore took the decision to disqualify Michael Crees and Erik Evans from the meeting after both were found in breach of Motorsport UK's Race with Respect code of conduct after “verbally abusive outbursts” following the second race – meaning in Crees's case he was stripped of a second British GT podium from the opener.

The British GT Championship has just three rounds remaining – at Algarve, Brands Hatch and Donington Park – and, rightly or wrongly, there's every chance the championships will be settled by decisions in the officials' office rather than on the track. 🏆

➡ P66 BRITISH GT REPORT

Fighting Ferguson holds on in thriller to win with Marciello

**SNETTERTON
BRITISH GT
17-18 JUNE**

A superb defensive drive from John Ferguson handed himself and RAM Racing team-mate Raffaele Marciello their first win of the British GT season at Snetterton, while Jonny Adam and James Cottingham retained their GT3 championship lead.

The weekend's second one-hour race on the Snetterton 300 layout produced the spectacle of the year so far, as Ferguson led home a quartet of cars covered by less than a second after soaking up 25 minutes of constant and intense pressure. "Last year was tough, but this year was tougher," said a delighted Ferguson, who also took victory at the Norfolk circuit 12 months ago. "I didn't know until I came in that I'd won, I thought the Aston Martin was still up the road!"

The Beechdean Aston of Ross Gunn and Andrew Howard had indeed been leading and they should have been the crew celebrating their first win of the season. Gunn had inherited pole (see News) and pulled out a gap of 4s over the chasing pack

— headed by Jules Gounon and Marciello, as they remained in grid order — through traffic in his opening stint. This was extended to nearly 7s once Howard jumped in just after the halfway point, but the car was slapped with a one-second stop/go penalty for a short mandatory pitstop.

As the Aston Martin headed to the pits — for the first of two penalties, since Howard was also caught speeding in the pits — Ian Loggie attempted to repass Ferguson for what was now the lead of the race. The 2 Seas Mercedes driver and reigning champion had taken over from Gounon in second but, when he hesitated behind a GT4 car approaching Murrys on his out-lap, that allowed Ferguson's similar AMG GT3 to pull off an audacious pass that proved to be the race-winning move.

Five laps later along the start/finish straight, Loggie was shown the edge of the grass by Ferguson, who in turn was shown a black-and-white driving-standards flag for his robust defence. Loggie's loss of momentum allowed Cottingham in the sister 2 Seas Mercedes to gain a run and complete a pass around the outside of



Riches after closing rapidly on the leaders.

With just under 15 minutes remaining, Cottingham — in for Adam — harried Ferguson relentlessly and could have won after getting a better exit onto the Bentley Straight and with the inside line for Brundle. "I had one opportunity where it was done," admitted Cottingham. "Down the back straight I was on the inside and I heard a bang. I just went over the rubber but I thought he'd hit me, so I backed off. That was the one where I had it."

A nailbiting race became even more dramatic as the leaders crossed the line almost exactly as the one-hour timer hit zero. No chequered flag was shown at the start/finish straight, before drivers were informed via safety car boards that the race had ended. But it wasn't soon enough to prevent Loggie and Simon Orange from colliding at the Agostini hairpin.

Orange, returning to British GT after



MIDDLETON AND TOMLINSON GET OFF THE MARK

Raceway Motorsport pairing Stuart Middleton and Freddie Tomlinson bounced back from the disappointment of losing their Silverstone disqualification appeal to emphatically win for the first time this season.

The Ginetta G56 crew were never headed in the opening one-hour race at Snetterton. Middleton led comfortably from pole and pulled out a sizeable gap to the chasing pack, initially headed by the R Racing Aston Martin Vantage of Josh Miller.

Middleton stopped towards the end of the pit window, with Tomlinson rejoining just ahead of the sister car of Tom Holland, who

had replaced Michael Crees — the Pro-Am pairing served less time in the pits, which helped them to jump up from fifth. "It's rare that you get the opportunity to pull a gap like that," said Middleton of his stint, as Tomlinson led home a Raceway 1-2.

There was a titanic battle for the final podium position as Seb Hopkins, in for Miller, led a four-car train featuring Chris Salkeld (Century BMW M4), Josh Rowledge (DTO McLaren Artura) and Lewis Plato (Century BMW) running nose to tail. Plato demoted Rowledge and was soon challenging his team-mate, but light contact with Salkeld into the Wilson hairpin allowed Rowledge to briefly get back ahead, and the quartet remained in line

astern at the chequered flag.

That battle for third would eventually prove to be for second, following the disqualification of Crees and Holland from the meeting (see News).

Any chance of a repeat Raceway success in the sequel ended on the opening lap, Tomlinson getting caught out by the bunching of the cars ahead into Riches and badly damaging the front of his G56 on the rear of Rowledge's McLaren.

With Tomlinson out, it fell to another Ginetta to challenge for the win, and Mike Simpson harried polesitter Charles Clark in the opening stages. But it all went wrong on lap 11 when Simpson knocked Clark into a spin at the Wilson hairpin and,

RACE RESULTS

GT3

Race 1 (33 laps) 1 Shaun Balfe/Sandy Mitchell (Lamborghini Huracan Evo); 2 Darren Leung/Dan Harper (BMW M4) +11.110s; 3 Mark Radcliffe/Rob Bell (McLaren 720S); 4 Kevin Tse/Chris Froggatt (McLaren); 5 Richard Neary/Sam Neary (Mercedes-AMG); 6 James Cottingham/Jonny Adam (Mercedes). **Fastest lap** Marvin Kirchhofer (McLaren) 1m46.116s (100.72mph). **Pole** Balfe. **Starters** 19.

Race 2 (32 laps) 1 Raffaele Marciello/John Ferguson (Mercedes); 2 Adam/Cottingham +0.042s; 3 Jules Gounon/Ian Loggie (Mercedes); 4 Michael O'Brien/Simon Orange (McLaren); 5 Harper/Leung; 6 Callum Macleod/Mike Price (Mercedes). **FL** Ross Gunn (Aston Martin Vantage) 1m47.342s (99.57mph). **P** Gunn. **S** 18.

Points 1 Cottingham/Adam 102; 2 Leung/Harper 96.5; 3 Loggie/Gounon 89.5; 4 Ferguson/Marciello 72; 5 Balfe/Mitchell 69; 6 Andrew Howard/Gunn 64.

GT4

Race 1 (30 laps) 1 Stuart Middleton/Freddie Tomlinson (Ginetta G56); 2 Josh Miller/Seb Hopkins (Aston Martin Vantage) +12.845s; 3 Michael Johnston/Chris Salkeld (BMW M4); 4 Carl Cavers/Lewis Plato (BMW); 5 Aston Millar/Josh Rowledge (McLaren Artura); 6 Jack Brown/Charles Clark (McLaren). **FL** Mike Simpson (Ginetta) 1m56.159s (92.01mph). **P** Middleton. **S** 16.

Race 2 (30 laps) 1 Clark/Brown; 2 Rowledge/Millar +9.548s; 3 Hopkins/Miller; 4 Plato/Cavers; 5 Joe Wheeler/Ian Duggan (Ginetta); 6 Tom Wrigley/Ian Gough (McLaren). **FL** Simpson 1m56.451s (91.78mph). **P** Clark. **S** 16.

Points 1 Brown/Clark 121.5; 2 Cavers/Plato 73.5; 3 Gough/Wrigley 72.5; 4 Millar/Rowledge 63; 5 Matt Cowley/Erik Evans 58.5; 6 Johnston/Salkeld 54.

For full results visit: tsl-timing.com

missing the Donington Park round, had closed rapidly on the Mercedes trio, and had jumped Loggie with a move into the Wilson hairpin. An attempt on Cottingham around the outside into Riches dropped the McLaren 720S Evo driver to fourth again, before he nipped back ahead of Loggie into Wilson on the as-then-unknown cooldown lap. Loggie was fined and handed three licence points for the collision, but retained third, while Orange was classified fourth.

Dan Harper and Darren Leung stayed out of trouble in their Century Motorsport BMW M4 to finish fifth, the pair having to serve a 7s compensation penalty after finishing second in the opening one-hour race. Harper had moved the BMW back into second after passing the McLarens of Rob Bell and Chris Froggatt, who had both got ahead after co-drivers Mark Radcliffe and Kevin Tse pitted one lap earlier than Leung.

Bell moved back into the final podium spot when he passed Froggatt into Murrays.

Harper was unable to make inroads on the leading Lamborghini Huracan Evo of Sandy Mitchell, who had resumed comfortably in front after team-mate and polesitter Shaun Balfe had built up a gap of several seconds in the opening stint. After starting seventh and with a 10s compensation penalty, the Barwell Motorsport pairing could only salvage ninth in race two.

Cottingham had been due to start on pole for the opening race, but a collision in practice with the Raceway Ginetta G56 GT4 of Freddie Tomlinson earned him a third behavioural warning point, and a five-place grid penalty. Despite serving a 10s compensation penalty, Cottingham/Adam took sixth, ahead of Loggie/Gounon and Ferguson/Marciello, meaning they maintain a 5.5-point lead in the standings.

STEFAN MACKLEY

although he moved into the lead, he was slapped with a 10-second stop/go penalty, which took him and co-driver James Townsend out of contention.

Clark, meanwhile, had recovered from the incident in second, such was the gap to the chasing pack. After Clark handed over to Jack Brown in the pits, the Optimum Motorsport McLaren rejoined third. Brown made rapid progress, and with 10 minutes left moved ahead of leader Carl Cavers, who had taken over the Century BMW from Plato. Cavers soon began to drop back, losing positions to Aston Millar (in for Rowledge) and Miller before the flag.

STEFAN MACKLEY

There were mixed fortunes
for Raceway duo at Snetterton



Arden bags a brace as Dunne tops the points

SNETTERTON
GB3
17-18 JUNE

Arden VRD scored a double triumph in the GB3 Championship at Snetterton, while Hitech GP's Alex Dunne became the third different points leader this season during a weekend when his rivals hit trouble.

Following his emphatic performance at the previous round at Spa, Dunne had to settle for third in qualifying behind Callum Voisin and Matthew Rees, the latter taking his first pole of the season for race one.

But it was Arden's James Hedley who snatched the lead at the start after rocketing from fourth on the grid to sweep around the outside of Rees at Riches. Rees drew alongside Hedley on lap three into Riches but couldn't get through while, just behind, Voisin resisted a challenge from Dunne into the Wilson hairpin.

The front two then gradually edged clear of the rest, with Rees applying constant pressure on Hedley for the remaining eight laps. But another overtaking opportunity failed to present itself, and Hedley sealed his second victory of the season by 0.353 seconds to bring himself back into the title mix.

Having fended off Dunne for his sixth podium finish of the season, Voisin reclaimed the points lead from Joseph Loake, who was passed by Tymek Kucharczyk en route to sixth ahead of Noah Ping.

Kucharczyk lined up alongside polesitter Voisin for race two, and the Douglas Motorsport driver made the better start but conceded on the outside at Riches. After continuing to apply pressure, Kucharczyk pounced into the Wilson hairpin on lap five, but contact put Voisin out with suspension damage. The incident allowed Ping, enjoying his strongest weekend so far, to take the



lead while Kucharczyk dropped to third behind Dunne.

The safety car was deployed to retrieve Voisin's Rodin Carlin machine, with enough time for two more laps once racing resumed. Ping immediately pulled clear at the restart, while Dunne was left to fend off Kucharczyk. Dunne closed back in on the final tour, but Ping held on to give Arden another victory – the American adding to his triumph in the reversed-grid race at Silverstone.

There was further drama behind, with Loake spinning at Riches on the final lap while battling McKenzie Cresswell. Kucharczyk was third on the road, but was excluded for his clash with Voisin, promoting Hedley to another podium finish ahead of Rees and Cresswell.

Hillspeed's Daniel Mavlyutov scored his second reversed-grid win of the season in the final encounter, leading from lights to flag ahead of Arthur Rogeon and Lucas Staico, the latter scoring his first podium.

Cresswell charged from 14th to seventh early on before a clash with JHR Developments' David Morales as he tried to gain another place left the Elite Motorsport driver out with damage.

The main title contenders were

involved in a thrilling battle mid-pack, with Loake prevailing in a late scrap with Voisin, who had earlier swept around the outside of Dunne at Agostini, leaving things tight at the top of the standings at the season's halfway mark.

STEVE WHITFIELD

RACE RESULTS

GB3

Race 1 (12 laps) 1 James Hedley; 2 Matthew Rees +0.353s; 3 Callum Voisin; 4 Alex Dunne; 5 Tymek Kucharczyk; 6 Joseph Loake. **Fastest lap** Dunne 1m41.280s (105.53mph). **Pole** Rees.

Starters 25.

Race 2 (10 laps) 1 Noah Ping; 2 Dunne +0.355s; 3 Hedley; 4 Rees; 5 McKenzie Cresswell; 6 Costa Toparis. **FL** Dunne 1m41.562s (105.23mph). **P** Voisin. **S** 25.

Race 3 (14 laps) 1 Daniel Mavlyutov; 2 Arthur Rogeon +3.687s; 3 Lucas Staico; 4 Jarrod Waberski; 5 Edward Pearson; 6 Ayato Iwasaki. **FL** Souta Arao 1m42.213s (104.56mph). **P** Mavlyutov. **S** 25.

Points 1 Dunne 241 (below); 2 Voisin 235; 3 Loake 227; 4 Hedley 211; 5 Kucharczyk 170; 6 Rees 158.



For full results visit: tsl-timing.com



Two wins went to Webster
as he finally got the better
of Mills at Snetterton

Webster wins at last in GB4, Slater dominates Juniors again

**SNETTERTON
BRSCC
17-18 JUNE**

Tom Mills claimed his sixth GB4 victory of the season at Snetterton during a weekend where he was largely put in the shade by the impressive Cooper Webster.

Having finished runner-up four times at the previous Donington Park round, Webster finally ended his wait for a maiden victory in the opening contest.

Starting from the first of two poles, the Australian was shadowed by Mills in the early stages, before he pulled clear in the race's second half to win by three seconds, while Fortec's Colin Queen finished close behind Mills.

Webster led again from Mills at the start of race two, only to lock-up and run wide at the Wilson hairpin and allow his pursuer to get by. Mills resisted pressure from Webster for the remainder of the race to triumph by 0.3s, with Queen

taking another podium – the front three again comfortably clear of the rest.

Aditya Kulkarni led the majority of the reversed-grid bout, only to be denied late on by Webster, who saved his best performance until last. Starting from 11th, the Evans GP driver gained three places off the line before passing Mills into Wilson on lap two and Ruhaan Alva into Agostini just a few corners later.

He repeated his move into Agostini on lap three to take fifth from Liam McNeilly, and then gained two more places from Jeremy Fairbairn and Sid Smith on the following tour. He was soon second after passing Jack Clifford, and then quickly eradicated a 2.5s deficit to Kulkarni.

His first attempt to take the lead ended in contact at Wilson, but he eventually wrested his way ahead through Brundle and Nelson on the penultimate lap. Mills spent most of the race in seventh before making late progress to snatch third from KMR Sport team-mate Clifford on the line by 0.125s.

Freddie Slater continued his remarkable form in Ginetta Junior, taking his second clean-sweep of victories. True to form, the races were all close affairs, with Slater edging R Racing team-mates Reza Seewooruthun and Mikey Porter by tiny margins in the first two respectively. Assetto Racing's Chase Fernandez and Finn Harrison each took a podium.

Slater led an R Racing 1-2-3 in the final contest ahead of Porter and Seewooruthun after a mid-race red flag.

Luke Reade returned to dominant form in the Ginetta GT Championship by winning all three races, holding off Callum Davies in the opener and Blake Angliss in the other

WEEKEND WINNERS



GB4
Races 1 & 3 Cooper Webster (above)
Race 2 Tom Mills

GINETTA JUNIOR
Races 1, 2 & 3 Freddie Slater (below)

GINETTA GT CHAMPIONSHIP
Races 1, 2 & 3 Luke Reade

GINETTA GT ACADEMY
Races 1 & 3 Nick White
Race 2 Jon Kearney



For full results visit: tsl-timing.com



White (r) and Ramyeard
continued their battle
in the GT Academy

two contests. Ella Lloyd beat Will Rochford and Luke Garlick to two victories in the GT5 class, with Garlick on top in the final race.

Nick White's close battle with Ravi Ramyeard continued in the Ginetta GT Academy. White edged his rival in the first race, which finished behind the safety car due to a collision between Matt Shaw and Jon Kearney. White was tagged around in race two by Ramyeard, who was penalised afterwards, handing victory to Kearney. Ramyeard spun to fifth in race three during another scrap with White, who won again ahead of Kearney.

STEVE WHITFIELD

TOCA SUPPORTS OULTON PARK 17-18 JUNE

DeLeon shows Valour with Radical wins

RADICAL CUP UK

The Radical Cup UK made its second British Touring Car appearance of the year and produced three intriguing races at Oulton Park last weekend, with reigning SR1 champion Daryl DeLeon proving to be the star.

DeLeon made a good initial start to the opener, but when last year's SR3 title winner James Lay stuck to the inside at Old Hall, Valour Racing driver DeLeon was left to take to the grass, falling to fourth. "He sent a lunge and I don't blame him – I left the door open," DeLeon admitted.

He was then "trying to be as aggressive as possible" to regain the lost ground. And, sure enough, he dived down the inside of Peter Tyler at Hislops on the first tour and demoted Abdelmajeed Khateeb four laps later. DeLeon was soon on Lay's tail and successfully regained the lead out of Island on lap eight of 18 before winning comfortably. Lay dropped back late on with a cam sensor issue, admitting it was a case of "damage limitation". However, he was promoted back to the podium, behind Tyler, after track-limits penalties for Khateeb.



DeLeon led throughout race two but it was far from a straightforward victory. He fended off Ben Caisley at the start and then had Lay in his wheeltracks, the Doris Motorsport driver storming from fifth to second in two corners, superbly passing Caisley around the outside of Cascades. He pressured DeLeon for the remainder, with the backmarkers later in the race enabling him to close in but not quite steal the lead. "There were a few divebombs!" said Lay, who knew he had to be bold when lapping to keep the pressure on DeLeon. "There were a few good opportunities but he drove well."

DeLeon and Lay also led the pitstop finale but the race's complexion changed when the

safety car was deployed just as the pit window opened. The lead duo did not stop immediately while the rest of the field did and this helped elevate former A1GP driver Khateeb's Leyton House-liveried SR3 to the win after he jumped Caisley in the stops. Lay ended up eighth, while DeLeon was down in 16th.

Further back, 2019 champion Shane Stoney was an interloper in Tom Wood and Theo Micouris' SR1 battle. Wood won the opener before Stoney triumphed in race two. Stoney looked set to double up in the finale before Micouris powered ahead over Hill Top with two laps to go.

STEPHEN LICKORISH

Smalley builds a large Carrera Cup points lead

PORSCHE CARRERA CUP GB

Consistency has been key to Adam Smalley's Porsche Carrera Cup GB points lead and that was again evident at Oulton Park last weekend as he picked up two podiums while main rival Robert de Haan had an event to forget.

Things started well for Richardson racer de Haan as he grabbed pole but a suspected clutch problem hampered his start and he fell to third. While Century Motorsport's James Kellett led by nearly two seconds after two laps, de Haan was attacking Smalley. The Dutchman made an attempt from miles back into the chicane on the

first tour before getting ahead at the hairpin two laps later – although both involved contact. Kellett continued to defy de Haan after a safety car period, but de Haan's race began to unravel late on. First, he picked up 15s of track-limits penalties, while he was also sanctioned for the move on Smalley and a false start to be classified 17th.

Smalley therefore inherited second even with a car damaged from the de Haan hits. And, despite his rival starting down the grid for race two, Team Parker driver Smalley was still in a determined mood. After an early safety car, he was all over the rear of Josh Malin and dived ahead at Old Hall on lap 10 of 13. De Haan was furious at the race-one penalties but put on a charge, rising to fifth – although he was demoted behind Kellett. "I just went for every single gap!" said de Haan, but it was Smalley who left Cheshire with a sizeable 32-point lead thanks to his continued consistency.

STEPHEN LICKORISH



Osborne is latest NAPA victor

MINI CHALLENGE

A NAPA Racing Ford Focus did not claim a victory at a British Touring Car event for the first time this season at Oulton Park last weekend, but there was still some success for a blue-and-yellow-liveried machine as Jamie Osborne triumphed in the second Mini Challenge race.

Osborne, the son of Motorbase



Performance owner Pete, has endured a frustrating start to his Mini campaign, showing flashes of speed but only taking a best result of fourth. That fortune changed in Cheshire, where he was drawn on pole for the partially reversed grid contest, after finishing sixth in race one, and did not put a wheel wrong throughout to claim his maiden series win. Reigning Cooper class champion Nelson King was second after a brilliant move around the outside of Will Orton at Old Hall early on.

In contrast, race one followed a familiar pattern for the 2023 season as points leader Dan Zelos took another comfortable win to help him build a 61-point lead in the standings. His Excelr8 Motorsport team-mate Bradley Gravett enjoyed his best qualifying with a front-row start, but lost out to Hybrid Tune's Joe Tanner into the first corner and was unable to mount a fightback.

STEPHEN LICKORISH

Historic F4 win for Higgins

BRITISH F4

"That was redemption for race one," said James Higgins after making history by winning the 250th British Formula 4 race at Oulton Park. The Fortec driver had secured a double pole but then made a terrible start to the opener as Kanato Le powered into a lead he did not lose.

Race three looked like it could be a repeat result as Hitech racer Le again jumped Higgins, who maintained second this time. However, the Japanese suddenly slowed on lap five of 11 with a left-rear puncture and Higgins powered ahead to win from Daniel Guinchard, the race ending early when Pat Heuzenroeder crashed exiting Druids.

There was also a red flag in the opener,

this time caused by Gabriel Stilp and Isaac Barashi colliding at Old Hall, with the latter dramatically rolling into the barriers. Unhurt, Barashi looked to bounce back in style and led much of the reversed-grid middle contest until the slightest contact with Sonny Smith when the JHR Developments driver got ahead at Old Hall caused his retirement. Smith held on to win from fellow first-time podium visitors Douwe Dedecker and Josh Irfan.

Points leader, Rodin Carlin racer Louis Sharp, was another driver in the wars in race two after being hit by Jaden Pariat, but Le's finale demise and a frustrating weekend for Will Macintyre meant Sharp actually extended his advantage.

STEPHEN LICKORISH



RACE RESULTS



RADICAL CUP UK

Race 1 (18 laps) 1 Daryl DeLeon; 2 Peter Tyler +10.203s; 3 James Lay; 4 Haydn Chance; 5 Chris Preen; 6 Ben Caisley. **Fastest lap** DeLeon 1m22.659s (96.94mph). **Pole** Lay. **Starters** 24.
Race 2 (19 laps) 1 DeLeon; 2 Lay +0.275s; 3 Caisley; 4 Tyler; 5 Preen; 6 Chance. **FL** DeLeon 1m22.507s (97.12mph). **P** DeLeon. **S** 25.
Race 3 (17 laps) 1 Abdelmajeed Khateeb (above); 2 Caisley +0.913s; 3 Tyler; 4 Ben Stone; 5 Chris Headlam; 6 Jacek Zielonka. **FL** DeLeon 1m22.983s (96.56mph). **P** DeLeon. **S** 24.

PORSCHE CARRERA CUP GB

Race 1 (20 laps) 1 James Kellett; 2 Adam Smalley +6.882s; 3 Micah Stanley; 4 Josh Malin; 5 Charles Rainford; 6 Ross Wylie. **FL** Kellett 1m21.415s (98.42mph). **P** Robert de Haan. **S** 23.
Race 2 (13 laps) 1 Smalley; 2 Malin +0.604s; 3 Stanley; 4 Rainford; 5 Kellett; 6 de Haan. **FL** Smalley 1m21.943s (97.79mph). **P** Malin. **S** 22.
Points 1 Smalley 75; 2 Kellett 43; 3 Rainford 40; 4 de Haan 37; 5 Malin 30; 6 Stanley 29.

MINI CHALLENGE

Race 1 (12 laps) 1 Dan Zelos; 2 Joe Tanner +0.629s; 3 Bradley Gravett; 4 Will Orton; 5 Nelson King; 6 Jamie Osborne. **FL** Zelos 1m31.938s (87.16mph). **P** Zelos. **S** 20.
Race 2 (13 laps) 1 Osborne; 2 King +0.886s; 3 Orton; 4 Tanner; 5 Gravett; 6 Zelos. **FL** Thomas Jack Lee 1m31.781s (87.31mph). **P** Osborne. **S** 20.
Points 1 Zelos 470; 2 Orton 409; 3 Tanner 405; 4 Oliver Meadows 365; 5 King 357; 6 Dominic Wheatley 324.

BRITISH FORMULA 4

Race 1 (12 laps) 1 Kanato Le (below); 2 Aqil Alibhai +1.607s; 3 Deagen Fairclough; 4 Louis Sharp; 5 Dion Gowda; 6 Daniel Guinchard. **FL** Le 1m20.811s (99.16mph). **P** James Higgins. **S** 22.
Race 2 (13 laps) 1 Sonny Smith; 2 Douwe Dedecker +2.943s; 3 Josh Irfan; 4 Jack Sherwood; 5 Gustav Jonsson; 6 Patrick Heuzenroeder. **FL** Sharp 1m21.159s (98.73mph). **P** Jaden Pariat. **S** 22.
Race 3 (11 laps) 1 Higgins; 2 Guinchard +0.818s; 3 Will Macintyre; 4 Fairclough; 5 Gowda; 6 Sharp. **FL** Le 1m21.414s (98.43mph). **P** Higgins. **S** 21.
Points 1 Sharp 161; 2 Macintyre 156; 3 Gowda 141; 4 Le 134; 5 Higgins 105; 6 Fairclough 104.



Double delight for Ercoli at 10th SpeedFest

BRANDS HATCH
MSVR AMERICAN SPEEDFEST
17-18 JUNE

After a controversial clash denied him at least one victory at Brands Hatch last season, Gianmarco Ercoli ensured there was no repeat this year, steering his Chevrolet Camaro to Victory Lane twice in the pair of NASCAR Euro Series races that headlined the 10th running of American SpeedFest.

Ercoli proved uncatchable in the opener as he took a lights-to-flag triumph from pole, while Vittorio Ghirelli took advantage of a mistake by Liam Hezemans early in the race to snatch a second place he kept to the end. Ercoli produced a virtually identical performance to win race two as not even a late caution period – after Max Lanza rolled his Camaro at Paddock Hill Bend – could prevent him completing a dominant double.

Two-time champion Anthony Kumpen (Camaro) came home second ahead of Sebastiaan Bleekemolen (Ford Mustang) after early challenges from Hezemans and Ghirelli faded.

In the first NASCAR Series 2 event, Ercoli's fellow Italian Alberto Naska controlled the race until he was passed by series leader Vladimiro Tziortzis approaching Druids on lap 11 of 34. Cypriot Tziortzis was never headed thereafter, as Naska fell back into the clutches of Gil Linster's Toyota Camry and Martin Doubek (Mustang). Naska clung on to second, but a move at Clearways helped Doubek snatch third. Behind, former Mini Challenge JCW star Jack Davidson emerged unhurt from a frightening collision with Patrick Schober at Paddock as the race neared its conclusion.

Tziortzis maintained his unbeaten start to the year with another win in a damp race two, but it was far from easy. Paul Jouffreau defied his lack of wet-weather experience to



hold Tziortzis back for the first half of the race. After one successful pass was negated by running wide at Clearways, Tziortzis eventually made a decisive move for the lead seven laps from home as Jouffreau held on to second from the fast-closing Naska.

A race stoppage to retrieve stricken cars at Paddock reduced the opening Legends encounter to a six-lap sprint. Jack Parker led the restarted race initially but was beaten on the run to the line by both eventual winner Marcus Pett and Luke Simmons.

In the second contest, a rain shower at half-distance caused a host of drivers to slide off the road at Surtees. Andy Bird drove through the chaos to emerge the victor, while Parker and Chris Needham took second and third respectively after relegating Charlie Budd. Pett won Saturday's finale after slipstreaming Connor Mills on the Brabham Straight.

Simmons won Sunday's opener after battling with Mark Beaty for much of the race. A late caution period helped Will Gibson and Parker catch and pass Beaty

for the remaining podium spots before the finish. Parker defeated Gibson in the day's second event after making a decisive pass on the last lap at Surtees. Bird looked all set to dominate a sodden finale after building up a five-second cushion, but a safety car intervention transformed his fortunes and brought Parker and Mills into victory contention. After enjoying a thrilling battle on a treacherous track, Mills overcame Parker to seal the win.

Dale Gent continued his solid start to the season in the first Pickup Truck event after passing Matt Simpson around the outside of Graham Hill Bend on lap five of 18. Simpson was left to fend off a nine-way train for second, as Reece Jones and Paul Tompkins eventually worked their way past Simpson too, but Gent proved uncatchable.

Tompkins grabbed the race two spoils after out-dragging British Touring Car race winner Simpson within sight of the flag. Behind the top two, Gent took third from Jones on the last lap after the duo had survived a brush on the run up to Druids at half-distance.

Gent came out on top in a superb tussle with Tompkins in the finale, the pair running side-by-side on occasion as they battled for glory. Michael Smith took third after he elbowed his way past both Mark Willis and Jones in successive corners.

A decision to use wet tyres on a damp but slow-drying track paid off for Lewis Smith in the first Silhouettes race, as he cantered to a lights-to-flag victory in his Mercedes SLK ahead of Colin Smith's Ginetta G40. In the reversed-grid race two, Daniel Smith (Mercedes SLK) beat brother Lewis to victory having made his way to the front by Surtees on the opening lap.

MARK LIBBETER





WEEKEND WINNERS

NASCAR EURO SERIES PRO
Races 1 & 2 Gianmarco Ercoli (Chevrolet Camaro)

NASCAR EURO SERIES 2
Races 1 & 2 Vladimiro Tziortzis (Euro NASCAR FJ)

LEGENDS CHAMPIONSHIP
Races 1 & 3 Marcus Pett
Race 2 Andy Bird
Race 4 Luke Simmons
Race 5 Jack Parker
Race 6 Connor Mills

PICKUP TRUCK CHAMPIONSHIP
Races 1 & 3 Dale Gent (below)
Race 2 Paul Tompkins

SPEEDFEST SILHOUETTES
Race 1 Lewis Smith (Mercedes SLK)
Race 2 Daniel Smith (Mercedes SLK)

CORVETTE ANNIVERSARY RACE
Race 1 Simeon Chodosh (Chevrolet Corvette C1)
Race 2 Oliver Bryant (Chevrolet Camaro)
Race 3 Jake Swann (Chevrolet Camaro)

BERNIE’S V8s & HISTORIC OUTLAWS
Race 1 Jack Tetley (Chevrolet Monte Carlo)
Race 2 Rikki Cann (Aston Martin V8 Vantage)
Race 3 Robert Hollyman (Porsche 911)



For full results visit: tsl-timing.com

CELEBRATING 70 YEARS OF CORVETTE

The large crowd that attended American SpeedFest at Brands Hatch last weekend was treated to something new on the schedule, as three Chevrolet Corvette standalone races were held to celebrate the 70th anniversary of the American icon. Drivers based in the UK and from abroad brought a plethora of cars to take part in an event that was the brainchild of Bernie Chodosh and his family, founders of the Bernie’s V8s & Historic Outlaws series that has been a regular fixture of the SpeedFest event in recent years. Together with a small field of late 1960s Camaros, Corvettes from across the decades took to the grid for the first race on Saturday afternoon spanning three classes. Among the line-up was three C1s from the 1950s, two 1960s C2 models and nine C3s dating back to the 1960s and ’70s. Among the drivers to make the trip to Brands from overseas were Dag Andersen, who brought his striking 1973 example to the event from Norway, US-based Glenn Every in his similar version from 1969, and three Swiss-based cars in the hands of Robert Dubler, Amanda Hennessey and Hans Hauser – the latter affectionately known as ‘Mr Corvette’.

Come race day though, it was a driver familiar to followers of UK club racing who set the initial pace. Driving his newly built ‘Rambo’ Corvette C3, triple TVR champion Tim Davis claimed pole position and led the early stages of the first race until being forced into retirement after just five laps. Jack Young inherited the lead at the wheel of his Camaro, while a four-way battle for second developed between Andersen, the father and son duo of Bernie and Simeon Chodosh in their respective Corvettes, and former Caterham racer Jake Swann in his Camaro.

Andersen dropped out at half-distance with his stricken car on the outside of Graham Hill Bend leading to a caution period, erasing Young’s comfortable advantage and setting up an intriguing finale. Moments after racing had resumed, Chodosh Sr spun his C1 into the Paddock gravel, but Chodosh Jr was more successful in his pursuit of Young as he made a decisive move for the lead at Surtees on the final tour. Every sprinted away to lead the reversed-grid race two before a sizeable accident along the Cooper Straight involving Patrick Doyle, Davis and Hennessey (see News) led to an early race stoppage. The restarted contest was won by Oliver Bryant at the wheel of the Camaro he was sharing with father Grahame over the weekend, while Every snatched second from Chodosh Jr as the duo thundered across the finish line. A pre-race rain shower made track conditions notably slippery for the finale, as polesitter Grahame Bryant was quickly relieved of his advantage by Swann along the Cooper Straight. Swann would not be headed thereafter, while Ray Barrow brought his Camaro home second some 40 seconds in arrears. John Young placed his similar machine third as Camaros filled the first four places, while Every was the first Corvette driver home in fifth ahead of Simon Lane’s Camaro.



Chodosh’s C1 won the opening battle

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MARK LIBBETER



An eclectic mix of cars appeared at Brands Hatch



Smith won Rindt Trophy despite spinning from the lead of the first contest (inset)

Rory roars Ralt to Rindt Trophy gold at Thruxton

THRUXTON
BARC THRUXTON HISTORIC
17-18 JUNE

In screaming his ex-Charlie Batka/Jeff Krosnoff Formula Atlantic Ralt-BDA RT4 around the UK's fastest circuit with a 1m13.336s (115.65mph) best lap, Rory Smith added his name to the Jochen Rindt Trophy at a cracking Thruxton Historic event. But the 2020 Formula Ford Festival winner had to concentrate on Sunday's deciding stanza, having spun away the previous day's lead.

The 1985 'wing car', designed by Ron Tauranac, pulled barely 140mph up Woodham Hill, yet its ability to carry that speed through the preceding sweepers trumped allcomers. Smith's rotation in the chicane – "I made a complete wally of myself" – left him fourth, advantaging F3 duellists Anthony Hancock (Lola T670)

and Benn Tilley (March 743) but, as Hancock took the chequer by 1.661 seconds, Smith snatched second from Tilley on the line. Chris Porritt (ex-Alo Lawler 1975 FA Chevron B29) was fourth.

Smith and Porritt gapped the Toyota-powered F3s on Sunday, with veteran Hancock again outrunning young Tilley. Iain Rowley (ex-Howdy Holmes FA March 78B) bested Richard Trott (F3 Chevron B43) this time, while Benn Simms topped the FF2000s, trialling Hoosier tyres on race organiser Rob Manger's Van Diemen RF82.

The Mighty Minis slipstreamers were among the finest in Thruxton's history. Split by 0.864s on Saturday, David Kirkpatrick, Steve Rideout and Adam Bath ousted champion Neven Kirkpatrick from the podium for the first time this season as the 100bhp 'Supers' roused the audience. The grandstands erupted as the top six

divebombed the chicane lap after lap on Sunday. Both Kirkpatrick's, Rideout, Stuart Coombs and Greg Jenkins led, but Jenkins was denied a 'fairytale' victory on countback when Suzy Inch's car – inert in the chicane, alarmingly facing the traffic after a kiss from Omani Ahmed Shahrabani's – brought out reds. Neven K benefited when the result was backdated. Ben Butler brilliantly denied Olly Samways six from six in the 75bhp 'Mighty' class.

Graham Fennymore's excellent Historic FF2000 season continued with a typically focused win in the Reynard-rich field over Jordan Harrison – endeavouring to emulate Ian Briggs's 1981 victory here in a Lola T580 – and Marc Mercer. Sunday's sequel was stopped when Ollie Roberts, charging from the back, clipped Fraser Collins passing the pits, spinning Collins's Royale RP30 into the wall. Fennymore won the restart – a one-lap dash after a safety car, 1979 Euroseries champion Adrian Reynard having spun out of third exiting Segrave – from Mercer, Ian Pearson (RP30) and Harrison, hobbled by a broken exhaust.

Three Ferrari Club Classic bouts again had different winners. Nicky Paul-Barron's F355 had James Cartwright (328) beaten when Saturday's was stopped to recover Vance Kearney's F355, which caught fire at the Complex. Cartwright mugged NP-B on the restart and repelled him for four laps in a 0.376s victory. Paul-Barron dominated Sunday's opener, chased by Gary Culver after Chris Butler spun. Cartwright shaded Nigel Jenkins for third. Having punctured in the opener and weathered clutch issues on his F355 in race two, Jenkins's perseverance was rewarded in the finale. Sixth on lap one, he gained a place per lap, then scorched

Minis put on some mighty races,
with Kirkpatrick's taking a win apiece



ALL PHOTOGRAPHY: STEVE JONES

WEEKEND WINNERS

JOCHEN RINDT TROPHY

Race 1 Anthony Hancock (Lola-Toyota T670)

Race 2 Rory Smith (Ralt-BDA RT4/85)

MIGHTY MINIS

Race 1 David Kirkpatrick

Race 2 Neven Kirkpatrick

HSCC HISTORIC FF2000

Races 1 & 2 Graham Fennymore (Reynard SF81)

FERRARI CLUB CLASSIC SERIES

Race 1 James Cartwright (328 GTB)

Race 2 Nicky Paul-Barron (F355 Challenge, below)

Race 3 Nigel Jenkins (F355 Challenge)

CMMC CLASSIC CHALLENGE

Race 1 Jack Smith (MGA)

Race 2 Grant Williams (Jaguar Mk1)

FISCAR

Jonathan Abecassis (Austin-Healey 100/4)



For full results visit: tsl-timing.com

clear. Cartwright, pincered by Culver towards the timing line on lap one, finally regained second a lap from home.

Jack Smith bolted his immaculate MGA away from the lights in Sunday's first Classic and Modern Motorsport Club Classic/Hawthorn Challenge contest, then repeated when it was restarted after third qualifier Cameron Jackson's Jaguar Mk1 broke a half-shaft and lost a wheel at Campbell on lap one. Grant Williams (ex-John Coombs/Roy Salvadori Mk1) slowed when his harness released, then charged anew, gobbling up James Hicks and Steve Spink (MGBs) to regain second. Hicks jinked past Spink for third on the line.

"A problem with the clutch – I pumped it and it came back" caused Williams to briefly stop BUY 1 at the chicane on race two's green-flag lap. The Welsh showman duly fishtailed the old grey warhorse through the field on a damp track, seizing the lead from Spink on lap three. Steve Smith, Jack's dad, chased Williams home on Father's Day. Spink was thrilled with his first podium after pipping Hicks. "I'd never led a race, so didn't know what to do, but I'm delighted," he said.

MARCUS PYE



F3 FRIENDS REUNITED Fifty years to the day after Ian Taylor won the Forward Trust F3 Championship round at Thruxton in the Chris Andrews/Baty Group March 733 and Mo Harness finished sixth in the Team Modus Ensign LNF3, both cars were back on track. Taylor's old friend Mike Wilds (right) was honoured to demonstrate the 733, while Bill Coombs, who picked up the circuit's racing school reins after founder Ian's death at Spa in 1992, drove the Ensign in which Karl Jones contested the JRT bouts.



ABECASSIS ACES HEALEY DUEL Versatile racer and pilot George Abecassis's driving career spanned the Second World War, but the co-founder of HWM never raced at the former RAF Thruxton. While George won at both Castle Combe and Goodwood in the 1950s, grandson Jonathan proudly added Saturday's FiScar victory to his growing CV at the wheel of his Austin-Healey 100/4. Poleman Abecassis fought off a fine challenge from Rory Tollett (A-H 100M), while Brian Arculus (Lotus Elite) chased them in vain.



REMEMBERING RINDT German Oliver Mathai's high-winged Lotus-FVA 59B gave a snapshot of Thruxton king Jochen Rindt's second of three European F2 victories from 1968-70. Driving the sister car Roy Winkelmann Racing, run for future March co-founder and FIA president Max Mosley, Mathai's efforts were appreciated by RWR junior Pete Briggs. Mathai won his class on Saturday, but Hanover neighbour Marc Sydow (Lotus 69) netted victory when the 59B retired on Sunday.

Three winners in National Formula Ford thrillers



Romanek leads the way in the opener but his event went downhill from there

DONINGTON PARK BRSCC 17-18 JUNE

Three National Formula Ford thrillers that each produced a different winner stole the show during the British Racing & Sports Car Club's 16-race bill at Donington Park.

Lucas Romanek (Van Diemen JL13) boosted his championship lead with victory in Saturday's opener after fending off the Van Diemens of both Chris Middlehurst and Brandon McCaughan on the final lap through McLeans. A five-second track-limits penalty dumped McCaughan to seventh in the result, and Jamie Sharp

(Medina) was instead classified third.

Team Dolan's Middlehurst was not to be denied in race two, though. He dispatched early leader Romanek into the Esses on lap two for the win and was swiftly followed by Sharp, who took second. Romanek's weekend started to further unfold when Elliott Budzinski (Ray) and McCaughan also slipped past. McCaughan's race ended in the gravel on the final lap after a failed bid to pass Budzinski into the Old Hairpin, this enabling Romanek to at least salvage fourth, but worse was to follow for Oldfield Motorsport driver Romanek in race three when his car retired at the Esses.

This triggered a safety-car period, much

to the frustration of Dolan's Jordan Kelly, who had been leading comfortably, and created a two-lap dash for victory. Kelly led after the restart but, entering Goddard's for the penultimate time, he succumbed to a bold move by Budzinski, the Ammonite Motorsport driver going on to achieve his first victory outside of his native US.

A late lunge past Ammonite's Nolan Allaer (Ray) for third on the final lap secured a hat-trick of podiums for Middlehurst – a result that brings him right into play in the title race following some early-season woes. “We needed some big points and for Lucas to hit a few problems, so it's worked out perfectly,” said Middlehurst. “I wasn't happy with the car in race two, even though we won, and in race three it was a case of being patient from seventh on the reversed grid.”

Both MG Metro Cup wins went the way of Rhys Claydon after he repassed the faster starting Mike Williams in each race. In Saturday's opener he made the decisive move into McLeans, whereas on Sunday it came exiting the Old Hairpin when Williams got out of shape. Elsewhere, Matthew Simpson and Jon Moore took a pair of thirds and fourths respectively, Moore after two impressive recovery drives.

Mike Jenvey (Jenvey Gunn) and Shane Kelly (Praga R1T) were winners in the Zeo Prototype Series. A faulty engine sensor in qualifying had restricted Jenvey but, from 13th on the grid, he proved unstoppable in



Claydon applies the pressure but couldn't stop Faller's double



Claydon battled past Williams in Metros



McConomy and Horsten won Supersport Enduro



Swift (left) and Dyer battle at start of Audi TT race

race one. By lap eight he had passed polesitter Graham Charman (Juno) for second before a string of fastest laps allowed him to slash a four-second gap to Ruben Stanislaus (Praga), who he darted past as they lapped slower cars entering Redgate. Jenvey enabled Stanislaus to repass him with a mistake at the Esses, but a lap later he was back ahead for an impressive victory.

Kelly's win in race two – the first for a Praga and the University of Wolverhampton team in the series – came after he held his nerve on slick tyres during a brief shower. Stanislaus had just overtaken Kelly for the lead, but a gamble to pit for wet-weather rubber failed to pay off when the rain quickly eased. Prior to this, Jenvey had again starred as he came through to pressure Kelly before retiring with a mechanical glitch.

An unpredictable Clubsport Trophy race finally went the way of Liam Crilly's BMW Z4 Coupe. Jamie Alford's VW Golf led the first two laps before losing turbo pressure. Scott Parkin (Audi TT) took over at the front only to also stop, this promoting Matthew Bolton (BMW M3) into first place. Bolton, though, lost valuable time during his mandatory pitstop and, when he emerged, the advantage had swung in Crilly's favour. The race had to be restarted after an opening-lap pile-up eliminated three leading names (see News).

Oliver Faller won a pair of excellent BMW Compact Cup races. On the opening lap of

race one he, Gareth Claydon and Guy Davis set the tone by spectacularly entering McLeans three abreast. Faller was then able to break clear as those behind squabbled. Claydon and Matt Millson took second and third after passing Davis into and out of the Esses on the penultimate lap.

Claydon was runner-up again in race two after an unsuccessful attempt to unseat the stubborn Faller at the Melbourne Hairpin on the penultimate tour. "I was getting so close to Oliver the car was overheating so I had to move out and have a go, but he just didn't put a wheel wrong," said Claydon. Mike Doble inherited third place after Dale Wherton was excluded for his part in an opening corner incident that had eliminated team-mates Millson and Davis.

Tommy Gilham (Golf Mk5) was a double winner in the Evolution Trophy as he twice headed home Team Hard stablemate Adam Marshall (Mk5). Nick Gwinnett (Renault Clio 172) took a pair of thirds after leading the opening moments of the first race.

Similarly, Carl Swift proved unbeatable in Audi TT Cup Racing. In race one he was comfortably clear of Ross Makar, who recovered well to second ahead of Luke Handley after losing places at the start with a fluffed gearchange.

Swift's win in the sequel was less straightforward. After surviving a grassy moment down the Craner Curves, he eventually closed on leader Handley but

WEEKEND WINNERS

NATIONAL FORMULA FORD

Race 1 Lucas Romanek (Van Diemen JL13)
Race 2 Chris Middlehurst (Van Diemen LA10)
Race 3 Elliott Budzinski (Ray GR18)

MG METRO CUP

Races 1 & 2 Rhys Claydon

ZEO PROTOTYPE SERIES

Race 1 Mike Jenvey (Jenvey Gunn)
Race 2 Shane Kelly (Praga R1T)

CLUBSPORT TROPHY

Liam Crilly (BMW Z4 Coupe)

BMW COMPACT CUP

Races 1 & 2 Oliver Faller

EVOLUTION TROPHY

Races 1 & 2 Tommy Gilham (VW Golf Mk5, below)

AUDI TT CUP RACING

Races 1 & 2 Carl Swift

SUPERSPORT ENDURANCE

Keir McConomy/Bart Horsten (BMW 1 Series)

C1 ENDURANCE SERIES

Emax Motorsport (James Little/Stuart Ratcliff)



For full results visit: tsl-timing.com

looked to be beaten. But Handley ran wide exiting Melbourne on the penultimate lap, allowing Swift through. Andrew Dyer completed the podium in third.

Keir McConomy and Bart Horsten were the Supersport Endurance winners in their BMW 1 Series ahead of Jasver Sapra (M3 E46). A dramatic final seven minutes featured Leon Bidgway (Lotus Exige) losing the Pro B class win to Martin Gadsby and Ian Jones's BMW with a spin and, similarly, Philip and Matthew Adcock were denied the Club C honours to rival BMW Compact duo Adam Read and David Drinkwater when their car cruelly expired a lap from home.

A thunderstorm and heavy rain forced the scheduled three-hour C1 Endurance race to be red-flagged for 20 minutes at the mid-way point. After a safety car late on, Emax's James Little and Stuart Ratcliff pipped Trojon trio Adam Willis, Austin Munday and Charlie Bingham by just 1.6s.

CARL MCKELLAR

FINISHING STRAIGHT

An attempted coup from the house of lords

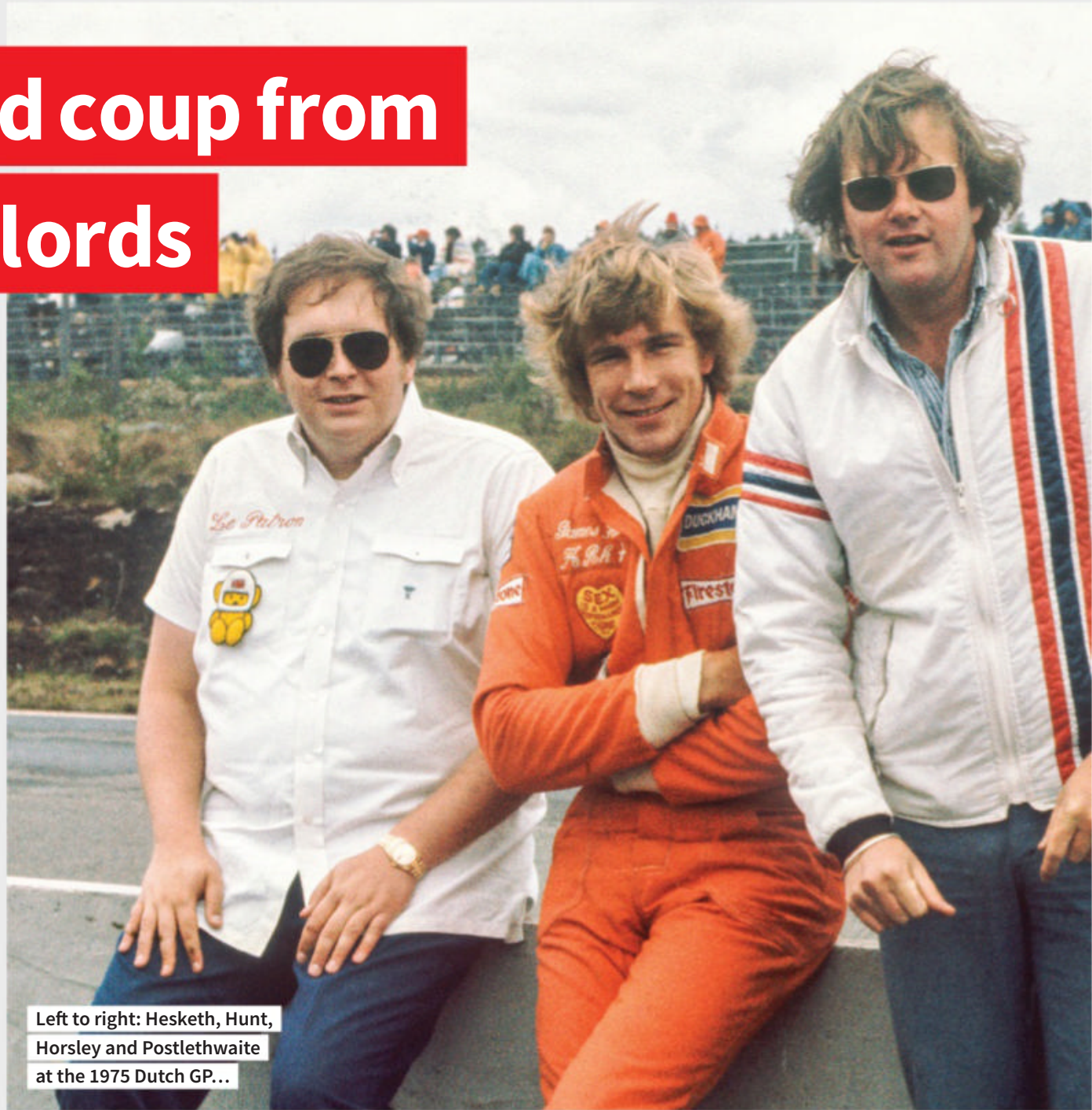


BOOK
SUPERBEARS
– THE STORY OF
HESKETH RACING
James Page
RRP £89

The notion of members of the privileged elite portraying themselves as anti-establishment is one that some may find unpalatable, particularly living as we do in this turbulent era of society. Yet that is exactly what hereditary peer Alexander Hesketh – or Thomas Alexander Fermor-Hesketh, 3rd Baron Hesketh to give him his full title – did when his fledgling racing team burst onto the Formula 1 scene in 1973. Yachts, helicopters, champagne, lobsters, teddy bear logos (hence this book's title) and even butlers were all part of the Hesketh Racing fabric.

Lord Hesketh famously eschewed sponsorship in order to present his machinery in undiluted red, white and blue, yet there is a very fine line between such patriotism and jingoistic nationalism, and this could be uncomfortably blurred during his team's rollercoaster ride with former public schoolboy James Hunt at the helm of the machinery that rolled out of the Hesketh stately pile of Easton Neston.

Yet the story of Hesketh Racing is a fascinating one, and author James Page, a former contributor to this magazine, has done a fine job of telling it. Much of it is, of course, well chronicled already, but Page has been given access to his lordship's treasure trove of memorabilia and photos, as well as much time from the man who went by the nickname of 'Le Patron' during the team's existence. It is to his credit that Hesketh states that none of the team's success would have been possible without the efforts of Anthony 'Bubbles' Horsley, who called time



Left to right: Hesketh, Hunt, Horsley and Postlethwaite at the 1975 Dutch GP...

on his own mediocre driving career once Hunt arrived in the Hesketh Formula 3 squad in 1972, and became a quite brilliant team manager and recruiter of talent.

Without question, the efforts of Horsley, given more or less free rein by Hesketh, turned Hunt from a rough diamond whose exploits gave little hint that he would become a 'Superstar' (his Hesketh nickname) into the 1976 world champion following his move to McLaren – a team run by exactly the kind of racing people the *enfants terribles* had been railing against. Horsley is also tremendous value in this book, including some highly amusing anecdotes, Frank Williams among the colourful characters, about his early days in the sport.

Horsley was allowed to assemble a tremendous team. He and Lord Hesketh plied young technical genius Harvey Postlethwaite with enough booze to prise him away from March, while Dave 'Beaky' Sims, Nigel Stroud and Frank Dernie (all of whom are interviewed here) were also part of the story. Postlethwaite, indeed, was so highly rated that Hesketh and Horsley are both convinced that an invite for an audience with Enzo Ferrari, ostensibly to supply the team with engines, for the 1975 season was actually an effort to lure 'Doc' (another Hesketh nickname) to Maranello. The story of them landing Hesketh's plane at what they thought was an airport in Modena, but turned out to be a karting track, is hilarious. Several years later, long after the demise of Hesketh Racing, Ferrari finally got his man.

Everyone knows about the famous Hesketh wins at the 1974 International Trophy and the 1975 Dutch Grand Prix, but Page has excelled in zoning in on other significant chapters in the team's story – for example, the September 1972 Oulton Park F2 race where Hunt battled it out in his privateer March with the works cars of Ronnie Peterson and Niki Lauda, and which provided a major spur to stepping up to F1 only months later. He also hasn't ignored



...where Hunt fended off Lauda for victory



the 'rentadrive' team-mates drafted in during 1975 – Hesketh's money had run out and the team was in increasing financial trouble, kept afloat by Horsley's juggling. Pleasingly, the 1976-78 seasons, when Hesketh's F1 team became the commercial entity he had tried to avoid, are also covered, including input from Rupert Keegan.

Lord Hesketh was just 22 when his team made its F1 debut, which likely contributed to its 'hooray Henry' aura of jolly japery – a telling photo on p135 of the book shows him gawping at a copy of *Mayfair* magazine. And his 'anti-establishment' ethos has lived on – after serving as treasurer to the Conservative party (mentioned in this book) he joined forces with the UKIP party of privately educated Nigel Farage (not mentioned in this book), which is kind of where we came in with this review... Yet numerous figures, including music TV presenter and former Squeeze keyboardist Jools Holland (who married Hesketh's cousin) tell of a man who is extremely kind and welcoming to people from all walks of life. At £89, this hardback and beautifully reproduced tome from Porter Press International is pricey, but Page has done a super job of bringing a colourful chapter of 1970s motorsport to life.

MARCUS SIMMONS



F1 Canadian GP review

Max Verstappen made history at the Formula 1 Canadian Grand Prix, as his win matched his personal tally to Ayrton Senna's 41 triumphs and also marked a century of Red Bull wins. Martyn Lee is joined by Autosport's F1 reporter Filip Cleeren and our special guest, US motorsport journalist and F1 author Elizabeth Blackstock to analyse the action from Montreal.

[autosport.com/podcast](https://www.autosport.com/podcast)

WHAT'S ON

INTERNATIONAL MOTORSPORT

Safari Rally Kenya

World Rally Championship
Round 7/13

Naivasha, Kenya

22-25 June

TV Live

BT Sport 2, Thurs 1200,
BT Sport 1, Sat 0700,
BT Sport 4, Sat 1300,
BT Sport 1, Sun 1200

TV Highlights

BT Sport 2, Fri 2230,
BT Sport 4, Sat 2200,
BT Sport 1, Sun 1930,
Red Bull TV, Fri 2000,
Sat 2000, Sun 2000

Formula E

Round 9/11

Portland, USA

24 June

TV Live

Channel 4, Sun 25 0030,
Eurosport, Sun 25 0030,
YouTube/Channel 4 Sport

F1 Academy

Round 4/7

Zandvoort, Netherlands

25 June

DTM

Round 2/8

Zandvoort, Netherlands

24-25 June

TV Live Viaplay, Sat 1215,
Sun 1215

IMSA SportsCar

Round 5/11

Watkins Glen, USA

25 June

TV Live Viaplay, Sun 1900

NASCAR Cup

Round 17/36

Nashville, USA

25 June

TV Live Viaplay, Mon 0000

NASCAR Xfinity

Round 15/33

Nashville, USA

24 June

TV Live Viaplay Sat 2000

NASCAR Trucks

Round 13/23

Nashville, USA

23 June

TV Highlights Viaplay

Fri 0030

MotoGP

Round 8/20

Assen, Netherlands

25 June

TV Live

BT Sport 2, Sun 1230

TV Highlights ITV4, 2000

UK MOTORSPORT

Kirkistown 500MRCI

23-24 June

FF1600, Fiestas/Minis,
Formula Vee, NI Sevens,
Roadsports/Globals,
Saloons/GTs/Mazdas,
Scottish Mini Coopers,
SEATs

Anglesey BRSCC

23-25 June

CityCar Cup, Fun Cup,
Mazda MX-5 (Championship,
Clubman, Supercup),
Modified Ford Series,
Super Classic Pre-'99

Cadwell Park MSVR

24-25 June

EnduroKa

Brands Hatch MSVR

24-25 June

Ferrari Challenge UK

Donington Park HSCC

24-25 June

70s Road Sports, Aurora
Trophy/Classic F3, Classic
FF1600, Guards Trophy/
Thundersports, Historic
FF1600, Historic Formula
Junior, Historic Modsports/
Special Saloons/Historic
Touring Cars, Historic
Road Sports, Monoposto

Silverstone BARC

24-25 June

BEC, Britcar Trophy,
British F4, Caterham
(270R, 310R, Roadsport)

Live **stream** via [barc.net](https://www.barc.net)

Croft 750MC

24-25 June

116 Trophy, Armed Forces
Challenge, Bikesports,
Classic Stock Hatch,
Clio Sport, F1000,
Formula Vee, Locost

Lydden Hill LHMC

25 June

HRDC (Allstars, Classic
Alfa Challenge, Jack
Sears Trophy), Minis

Ypres Rally

British Rally Championship

Round 3/7

Ypres, Belgium

23-24 June

FINISHING STRAIGHT

FROM THE ARCHIVE

Polesitter Allan McNish awaits the start of the final round of the 1989 British Formula 3 Championship at Thruxton in the cockpit of his West Surrey Racing Ralt-Mugen RT33. WSR's legendary team boss Dick Bennetts (to the driver's right), is being reassured by green-garbed Roly Vincini, who was engineer for McNish's team-mate Derek Higgins, that there won't be any challenge from his Benetton scholarship car in the race, so McNish can focus on his title fight with Bowman Racing's David Brabham (Ralt-Volkswagen RT33). McNish went on to take his fifth victory of the season (Higgins recorded fastest lap) and was provisionally crowned champion, but then lost on appeal when Brabham had points deducted at an earlier round reinstated.



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GARY HAWKINS
PHOTOGRAPHY







Brno

“I t was like travelling to another world. We all loved the track, because it was so different and the atmosphere was amazing. It was just one big adventure.” The words belong to 1970s/80s touring car star Pierre Dieudonne, and the subject is the Brno street circuit behind the Iron Curtain in the former Czechoslovakia.

The Belgian was twice a winner, in 1976 and 1979 driving a BMW 3.0 CSL for Luigi Racing, on the 6.79 miles of public road that wound through villages, along country roads and into the outskirts of the city that gave the track its name. The dangers were obvious, but Dieudonne has fond memories of his seven participations in the Brno round of the European Touring Car Championship (known simply as the ETC) between 1976 and 1986.

“It was frightening, not the kind of place where you could go off and walk away,” recalls Dieudonne. “I was used to racing on the old Spa-Francorchamps, but this was a little bit different. You really felt you were risking your life.”

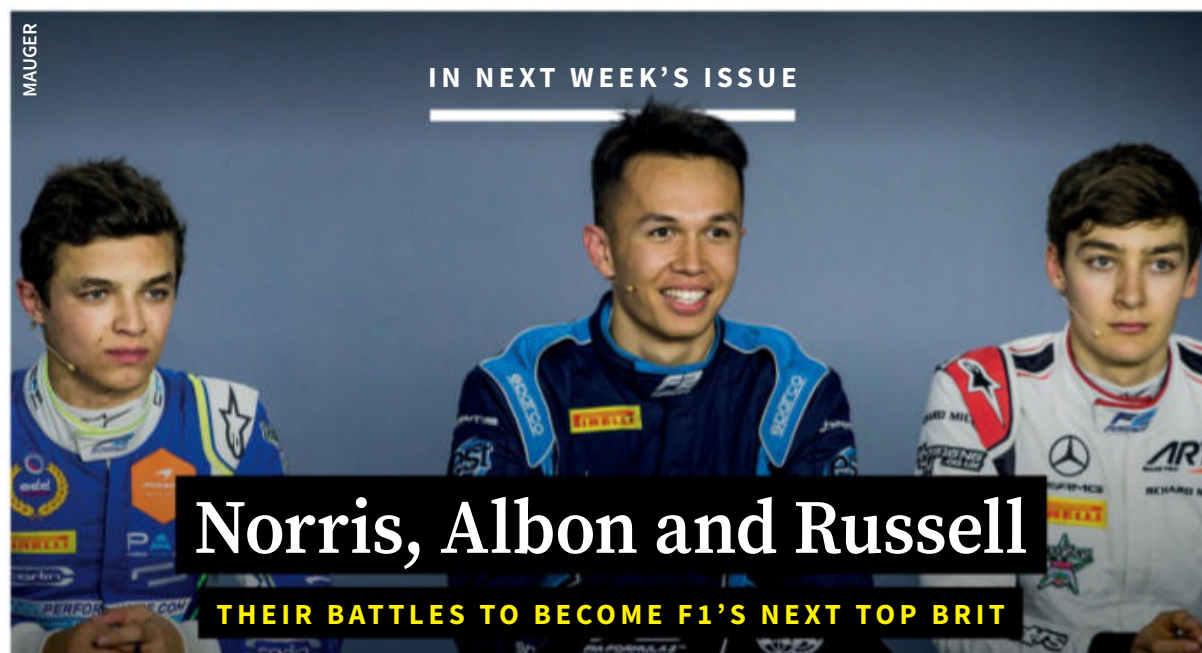
The course of the final iteration of the Masarykring, which dated back to 1930, included a sweeping section through the village of Bosonohy after the wide start/finish straight. “It was very narrow and a place where you could gain a lot because it was followed by a long straight,” explains Dieudonne. “It was impossible



for two cars to go through there side by side. I remember one year, it must have been 1985, I was in an Eggenberger Volvo 240 Turbo and Gerhard Berger was in a Schnitzer BMW 635CSi, and lap after lap we were together and sometimes alongside each other past the pits. One of us would point as we approached the village to indicate who should go first.”

But Dieudonne’s memories of Brno are as much about the adventures of travelling to a communist state as the circuit itself. “You’d arrive at the border and there would be bunkers, trenches and barbed wire, and you’d have a gun pointing at you,” he says. “You might have to wait for a couple of hours to get through the checkpoint, but we were always excited to go there. It was kind of exotic.”

GARY WATKINS



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11-12 JANUARY 2024 TRADE | 13-14 JANUARY 2024 PUBLIC

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11-12 JANUARY 2024



11-14 JANUARY 2024



11-14 JANUARY 2024

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With prices from £525.00, don't miss out on the perfect formula for the F1® Aramco British Grand Prix weekend.



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